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ILFORD ELECTION RESULT.

CONSERVATIVES HOLD SEAT.

MR. COMYNS CARR DOUBLES LIBERAL VOTE.

A PARTY ANALYSIS.

London, Feb. 24.
The Ilford bye-election caused by the death of Sir Frederick Wise, resulted as follows:
Sir George Hamilton (C) 18,269
Mr. A. S. Comyns Carr, K.C. (Lib.) 13,021
Mr. C. R. Deguchy (Lab.) 8,922
Cons. majority 4,948

The Conservatives retained their seat, but lost a tremendous amount of ground, the famous King's Counsel, Mr. A. S. Comyns Carr, increasing the Liberal vote by nearly 100 per cent. The figures at the General Election were:
Sir Frederick Wise (Cons.) 22,826
Mr. Dan Chater (Labour), 8,460
Capt. J. W. Morris (Liberal), 7,780.

Interesting Analysis.

Ilford was the thirty-ninth bye-election since the General Election, and the following Party figures of losses and gains make exceptionally interesting reading in view of the near approach of a new General Election:

	No	Gains.	Losses.	Change.
Cons.	1	0	21	
Labour	7	1	5	
Liberal	3	2	2	

The only Conservative gain was at the Combined University bye-election at the expense of the Liberals, while the only Labour loss was North Southwark to the Liberals.

Liberal Revival?

Mr. Lloyd George, interviewed after the declaration of the poll, drew attention to the fact that the Liberal vote had nearly doubled, while Labour had remained practically stationary, and this although the working-class population of Ilford had increased.

It was useless, he said, to scoff at the Liberal revival after the remarkable result at Ilford.

The Conservative headquarters expressed the opinion that the result was very satisfactory as Sir George Hamilton had no local connections like the late Sir Frederick Wise.—*Reuter.*

Personally Tells.

London, Feb. 24.

The big increase in the Liberal vote at Ilford may be attributed in some measure to the personality of Mr. A. S. Comyns Carr, who is King's Counsel and one of the most promising men at the Bar.

In Liberal circles, however, the result following the recent Liberal success at Lancaster, is regarded with great satisfaction, as a further evidence of the Liberal revival.—*British Wireless.*

LISBON PLOTTERS' CRIME.

TWO POLICE DETECTIVES MURDERED.

Lisbon, Feb. 24.

Two police detectives who were investigating the activities of a suspected party of conspirators, have been found murdered, assassinated, it is believed, by their quarry.—*Reuter.*

ECONOMY WITH A SMALL AXE.

CIVIL SERVICE ESTIMATES DISCLOSED.

London, Feb. 24.

The Civil Service Estimates for 1928 amount to a total of £222,684,000, which is a reduction of £8,487,000 on last year.—*Reuter.*

CAPTAIN HINKLER'S MISFORTUNE.

FORCED LANDING ON LAST LAP OF FLIGHT.

THE IRONY OF FATE.

London, Feb. 24.

Misfortune has overtaken Captain Hinkler on the very last lap of his wonderful flight.

Today he took the air at Port Darwin, in the north of Australia, where he landed on Wednesday, for Cloncurry, but was forced to land outside Cloncurry, and will go on by train tomorrow. Capt. Hinkler was not injured.

This is the first mishap through-out the long flight from England and, ironically enough, it happened just after the first overhaul the plane has had since it left Croydon.

Hinkler spent about 22 hours overhauling it yesterday.—*British Wireless.*

Sydney, Feb. 24.

Captain Bert Hinkler, who is on his way to Bundaberg, is reported to have been forced to land owing to engine trouble.—*Reuter.*

HOUSE-BUILDING DISPUTE.

JUDGMENT GIVEN FOR PLAINTIFF.

At the Supreme Court this morning the Chief Justice (Sir Henry Gollan) delivered judgment in respect of the claim by Mr. E. D. Shank, managing director of the Hongkong Excavation Pile Driving and Construction Company, against Mr. Louis Lung, of No. 9, Connaught Road.

The claim is for \$9,751 architectural services rendered in connection with the erection of thirty houses in Kowloon in 1924.

Mr. C. G. Alabaster, K.C., appeared for the plaintiff and Mr. P. C. Jenkin was for the defendant.

His Lordship gave judgment for the plaintiff for \$9,251, a sum of \$500 having already been paid into Court. His Lordship accepted the evidence of the plaintiff's witnesses regarding the interview, intimating that Mr. Foster Turner had committed perjury if he accepted the defendant's uncorroborated evidence.

NEW SOLICITOR.

MR. O. E. C. MARTON IS ADMITTED.

Mr. O. E. C. Marton was admitted to practise as a solicitor, on the application of the Hon. Sir Joseph Kemp, before Sir Henry Gollan at the Supreme Court this morning.

In making the application for the admission of Mr. Marton, Sir Joseph said that he was admitted as a solicitor of the Supreme Court in England on December 1st, 1927. He had complied with all the requirements of the Legal Practitioners Ordinance with the exception of that part which dealt with the four months' notice.

The Law Society, however, had raised no objections to this, and Sir Joseph asked his Lordship to grant an exemption to Mr. Marton. In admitting Mr. Marton, his Lordship wished him every success.

NEW LAUNCH FOR GOVERNMENT.

TENDERS INVITED FOR \$25,000 CRAFT.

Tenders are being invited for the supply to the Government of Hongkong of a new steam driven launch; length about 59 feet, and speed not less than nine knots.

The price is not to exceed \$25,000, and the work is to be carried out to the satisfaction of the Harbour Master and the Government Marine Surveyor.

EMIGRATION BILL DEBATE.

ENCOURAGING SPIRIT OF ADVENTURE.

CLEAR STATEMENT OF POLICY BY COL. AMERY.

COOPERATION SOUGHT

London, Feb. 24.

The House of Commons to-day passed the second reading of a private Bill, the object of which is to extend the benefits of the Empire Settlement Act.

Mr. A. A. Somerville (Conservative), who moved the second reading, urged the necessity of giving more encouragement to the spirit of adventure of the young men of Britain, and said we ought to be sending out to the Dominions two or three hundred thousand men every year instead of the present average of 50,000 to 60,000.

Idea Depreciated.

Lt. Col. L. C. M. S. Amery, Secretary for the Dominions, said the Government endorsed the second reading of the bill with some reservations. He deprecated the idea involved in the Bill of using unemployment benefit for the assistance of emigration.

It was only men likely to succeed that we ought to encourage, to go Overseas. The mere fact of men being unemployed was not in itself an argument why we should run the risk of exchanging unemployment in Britain with home surroundings, for unemployment in unfamiliar surroundings.

Dominions Attitude.

A great deal of the hesitation and the restricted attitude towards Empire settlement, which was shown Overseas, particularly in some Dominions, was due to the idea that we were trying to get rid of people we did not want, in order to let them take their chance of sinking or swimming overseas.

Unemployment was our own domestic problem which we had got to solve on our own lines by finding the true balance of industry and readjusting the occupations of our population.

We were not asking the Dominions to help us to solve our own problems.

Not Seeking Advantage.

What we were doing in settlement was in a spirit of willing cooperation in Empire matters, in moving people from one part of the Empire to another.

It was very desirable to make it quite clear here, and in the Dominions, that this was a policy of cooperation and not a policy of our trying to get the major advantage. The need of the Dominions for more population was greater than our need of reducing our population. While we should benefit from it, the country to which the emigrants went should benefit even more.

Numbers in Past.

Col. Amery recalled that the Empire Settlement Act came into force in 1922. In the first three years the average number of persons assisted to migrate was 40,000 and in 1926 the number was over 64,000. In 1927 there was a slight reduction as compared with 1926 of 2,500, almost entirely due to local depression in New Zealand. Taking all the circumstances of these years into account he thought they had not done so badly.—*British Wireless.*

LIQUIDATIONS AND BANKRUPTCIES.

NOTICE OF DIVIDENDS DECLARED.

The Gazette notifies the declaring of the following dividends of companies in liquidation or under the Bankruptcy Ordinance:

Hongkong Development Building and Savings Society, Ltd. (in liquidation): Savings Department.—First and final dividend of \$100 per cent.

Hop Lee Investment Co., of Shamshuipo.—First dividend of \$16.50 per cent.

Lok Yeung Shing, of Shamshuipo.—First and final dividend of \$5.50 per cent. in respect of his separate debts.

COLONY'S BETTER FINANCES.

SUBSTANTIAL INCREASE IN CREDIT BALANCE.

11-MONTHS' FIGURES.

The financial returns for the Colony, made up to the end of November, showed that the position materially improved as compared with the previous month. The credit balance at the end of October was \$4,698,381, but by November 30th this had increased to \$4,967,884—an increase of \$269,503.

The revenue for November was \$2,077,745, as against \$1,525,288 for the same month in 1926, whilst the total revenue for the eleven months of the year was \$19,208,495, compared with \$17,527,958 for the same period in 1926. It may be noted that the estimated revenue for the whole year was \$21,007,397.

On the expenditure side, the outgoings for November were \$1,808,241, as against \$1,511,512 for the same month in the preceding year; whilst the total expenditure for the eleven months was \$17,726,901, compared with \$19,926,908 in 1926. The estimated total expenditure for the year was \$22,514,702.

It will thus be seen that there is a prospect of the year's revenue exceeding the estimate, and of expenditure being considerably below the forecast.

JAPANESE GENERAL ELECTION.

BARON TANAKA DETERMINED TO REMAIN IN OFFICE.

Tokyo, Feb. 24.

It is officially stated that over 9,500,000 voters voted to the poll during the General Election, less than 20 per cent. of the persons entitled to the franchise abstaining.

The polling is regarded as remarkable considering that this was the first occasion of which manhood suffrage has been carried out.

It is understood that Baron Tanaka, the ex-Premier, is determined to remain in office, relying on winning over the Independents for the purpose of defeating any vote of non-confidence which may be introduced by the Minseitō Party.—*Reuter.*

CANTON LABOUR.

APPEAL AGAINST HARSH MEASURES.

With the object of requesting the Government to re-open their Union, a large number of representatives of the proscribed unions gathered at the hall of the Kwangtung General Labour Union yesterday.

The Kwangtung General Labour Union is said to be the leading moderate union in Canton. It took a prominent part in assisting the Government to drive out the "Reds" from Canton in December. Recently many of the smaller Labour Unions, which were directly under the control of the Kwangtung General Labour Union, have been dissolved by the police.

Yesterday's meeting was held to urge the authorities not to deal with the activities of the labour movement in too harsh a manner.

SOVIET OIL WELLS.

SPECIAL MISSION SENT TO SIBERIA.

Harbin, Feb. 12.

The Soviet Government has despatched a special commission to the Maritime Province of Vladivostok to study the region of the Yalu river and tributaries, where, at a spot 40 miles from the railway at Ussuri, certain petroleum springs have been located, the existence of which had already been discovered as far back as 1917, but which were subsequently lost.—*Indo-Pacific.*

Paris, Feb. 16.

The police have conducted to the frontier a man named Hellis Schleyer, said to be an Austrian subject and a publicist, who is believed to be a delegate of the Third Internationale in France, empowered to issue instructions to the French Communist Party.—*Indo-Pacific.*

FRIENDSHIP WITH CHINA.

SIR MILES LAMPSON'S CANTON SPEECH.

BRITAIN WELL DISPOSED TO NATIONALISM.

HOPES FOR FUTURE.

Noteworthy speeches, demonstrating the increasing friendship between Britain and China, were delivered in Canton yesterday at a tiffin given by the Canton Government, in the Provincial Government building, in honour of Sir Miles Lampson, the British Minister to China. There was a large gathering of Chinese officials and European guests, amongst the latter being Mr. J. F. Brennan, the British Consul-General.

General Li's Speech.

In the course of a speech warmly welcoming Sir Miles Lampson, General Li Chai-sum said the interests of Great Britain and China could be always maintained by means of mutual help and co-operation. Both nations had many things in common but nothing in conflict. The Chinese Government and the people in general recognised that the goodwill of Great Britain had been manifested in her recent policy towards China. In view of the fact that international misunderstanding have been wholly done away with, the Chinese considered that now was the time to cultivate friendship between the two nations. The Chinese Government and the people in general cherished the hope that the existing treaties between China and the foreign nations which had become impracticable and out-of-date would be thoroughly changed on the basis of the principle of equality and reciprocity. They were confident that Great Britain would support them in that direction. When the new treaty was made, it would inaugurate a new era of still closer relationship and greater comradeship between Great Britain and the Republic of China.

Minister's Reply.

After returning thanks for the cordiality of the welcome extended to him, Sir Miles Lampson, in replying, said:

Diplomacy is often credited with concealed objects and tortuous methods. But diplomacy in reality is simple, both in aim and in method. Its object is to promote good and peaceful relations. This is particularly true of the diplomacy of Great Britain towards China, and it cannot be over-emphasised that this is the whole basis of the policy of His Majesty's Government. Great Britain has no political object in China. Our object is trade, and all we want is to live in friendship with China and to obtain, by agreement with her, conditions under which British trade can be carried on in security.

British Sympathy.

New conditions have been for many years abnormal in China and our relations have been correspondingly abnormal. You on your side have demanded far-reaching alterations in the treaty position between the two countries. There is much sympathy in Great Britain with these demands. I assure you that my country is well disposed and not antagonistic towards Nationalism.

The policy of Great Britain has been publicly declared in the so-called Christmas memorandum of December, 1926, and in the Treaty Revision offer of 1927. By that policy we still stand, and if there has not been more progress in its execution that is because conditions here in China have rendered it impossible.

Some progress has, however, been made and H.M. Government have already shown their sincerity not by mere words but by deeds, and they are fully prepared to do more as and when conditions permit. For it is a severely practical question. Willing as they may be to meet the demands of Nationalist China, H.M. Government cannot sacrifice legitimate British interests. Their aim is to secure a mutually beneficial relationship.—*(Continued on Page 16.)*

Bulls and Inneres

□ □ From the Office Butts. □ □

It was announced that meals were available on Ash Wednesday at the St. John's Cathedral Hall.

Said the Dean—"When you've taken your places, At meals, and have all said your graces, I shall read you, I hope, Some texts from the Bible, Which I studied while watching the races."

Tourists visiting Hongkong recently discovered that some of the old pottery was not all it was cracked up to be.

These school children with measles are easily spotted.

This week's book—"Springheel Jack," by Eron Quickly.

A stray bat from the belfry: Would it be any use dealing with the pine tree pest with caterpillar tractors?

A casual glance at the Horticultural Show prize list seems to indicate that one lady won nearly all the prizes.

A Swatow report says the district of Mi-ou is sending out a frantic appeal for help. A regular cat-call.

Talking of the Flower Show, these cold mornings are enough to freeze a flea.

This week's simile—"As busy as a stuttering golfer in a sand bunker."

Acknowledgment.—Mr. Robert MacWhirter desires to thank his many kind friends for their numerous tips in connexion with the Derby and Champions. Fortunately, pressure of business rendered it impossible for him to make use of them.

"Reader"—Your New Testament isn't the smallest book in the world. The place of honour is held by this year's "Who's Who in Italy."

If this controversy continues, Macao will get to be known as the land of the Leal.

It certainly looks as if New Zealand is in for Samoa trouble. Nicaragua need not preen itself, China long since has known herse Marines.

The P.W.D. coolie, knocked down by a Mortuary wagon, was nearly in the cart.

The Post refers to an official of the K.R.A. as a Vive President. Very appropriate.

One of the debaters at the Young Men's Club on University Education was quite right when he said bar boys got worse by degrees.

If a caterpillar could talk, all this attention would make him Braga bit.

The China Merchants' officers have got the "raspberry." A fruitless appeal and a peel-less fruit, so to speak.

The Week's Great Thought—"Musical comedy is, quite frankly, more amusing than, say, Russian tragedy authors or American domestic dramas."—*Daily Press.* Is Zat So?

According to recent telegrams Bert Hinkler was to fly to Australia in 18 days, 17 days, 16 days, and finally he did so in 15 days.

At this rate of progression it looks as if he might fly round the world in no time.

These back door thieves make no bones about using skeleton keys.

There's nothing very artificial about Courthald's profit of four million sterling.

We read that two-sensor cars are growing in popularity. Com-panteur carriages.

An official investigation is generally an endeavour to find out something that everybody should have known before.

General Pershing has been elected a Bank Director. Well, he knows his doughboys.

One thing about a motor-lorry, it usually has the right of weight.

Tai-po is thinking of asking for recently discovered that some of the this old pottery was not all it was cracked up to be.

A London professor has just concluded an investigation into English humour. It's believed that, after prolonged research, he found it.

Major Campbell, the famous motorist, has shown America that the British aren't quite so slow as they seem to be.

"Chiang Getting Scared," says a tural Show prize list seems to indicate that one lady won nearly all the prizes.

The local telephone wire thief who was given three months, got the right number.

We are told that aviation is now as safe as walking. In view of our local traffic, we suggest more so.

Judging by the recent prosecution for theft, local Chinese are expediting the installation of a wireless telephone service.

The winners of the Vitamlik newspaper heading. In view of the Derby and Champions. Fortunately, pressure of business rendered it impossible for him to make use of them.

By the action of the British film censors, Dawn has now gone west and will not be seen in the East.

In New York, the Irish have the most expensive funerals and the Jews the least costly. So far no-one has yet made a Scottish joke on the subject.

A contemporary has discovered the "one bright and cheerful spot" in Kowloon, but most residents would prefer a "spot of something" further along the road.

Apparently the appearance of caterpillars in the New Territories is nothing to pine about.

Tradition was affronted on Wednesday, George Washington's Birthday, when an American playing at Fanning was found in a bad lie.

Mussolini believes in every man having his quiver full. It is enough to make Italy's bachelors full of quivers.

The local chess expert appears to have played best with a Knight.

Who said artillerymen were stolid lot, when they hold revival meetings?

After the recent tournament, K.O.B. may be freely translated as Knock-Out Seema Best.

The week's best worst pun: These troubles about the Chinese sweep are enough to make the Chinese weep.

If Hongkong's commercial flying and a harbour tunnel, there'll be no more middle-class left.

Moscow may have a "Red" paper in London, but it won't be very much read.

London is concerned about a shortage of tin. So are we.

Dear Sir,—I beg to suggest that the O.B.I. be conferred on my typist for this effort in transcribing her shorthand notes.—The pointed out the folly of milking the goose that lost the golden eggs.—Yours, etc. "Merchant"—O.B.I. hereby conferred.



THERE is no worry or anxiety in rearing Baby healthfully and happily, even in a tropical climate, when Glaxo is used as Baby's food.

Glaxo is the food that has been used to rear the children in five Royal Nurseries. Court Physicians see that Royal Babies have the best and most nourishing food—that is why Glaxo has been chosen.

Give your Baby Glaxo, and watch the difference after a few days; see how restfully he sleeps, how contented he is and how steadily he increases in weight. Ask your Doctor!

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"Builds Bonnie Babies"

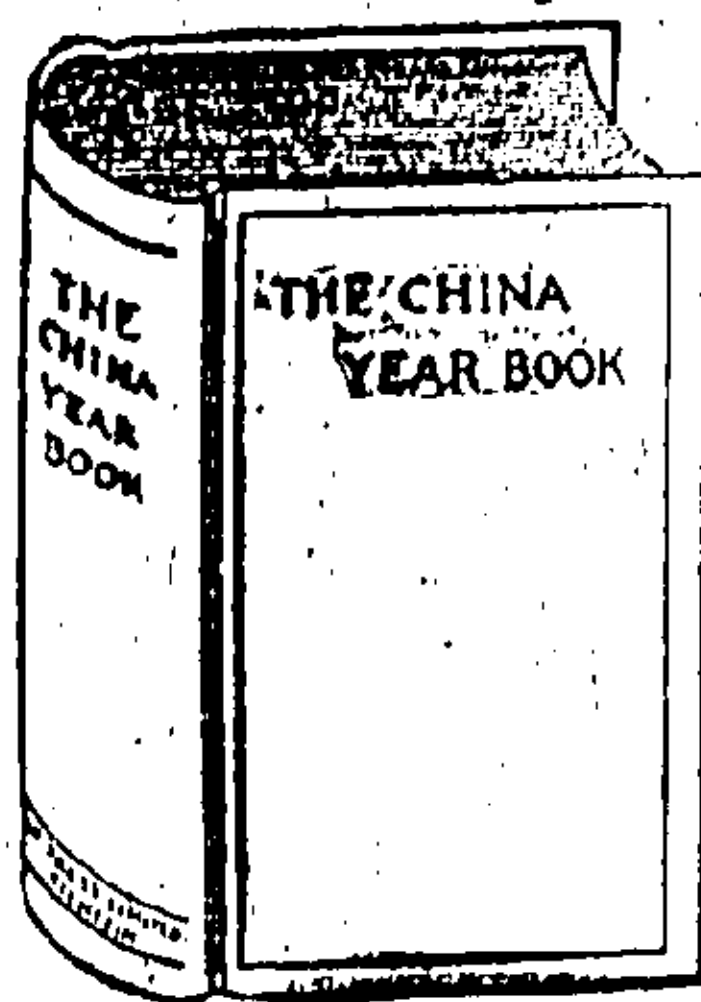
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BELILIOS PUBLIC SCHOOL.

ANNUAL PRIZE DISTRIBUTION.

The annual distribution of prizes of the Belilios Public School, took place yesterday at the hall of Queen's College. There was a large gathering of parents of the students and also a number of prominent figures in educational circles, amongst whom were Sir Robert and Lady Ho Tung, Dr. S. W. Tso, Mr. A. E. Wood, Mr. E. Ralphs and Mr. Y. P. Law.

The prizes were given away by Lady Chow wife of Sir Shou-sun Chow, following the reading of the school report by the Headmistress of the School, Lady Chow and Lady Ho Tung were both presented with bouquets of roses and sweet peas on their arrival at the College hall.

The Headmistress read the following report:

The final examinations show that 1927 has been a successful year. I was on leave from February to December, during which time Miss N. W. Newsholme very ably conducted the school.

In summing up the year, Miss Newsholme writes:—"The ten months I spent at Belilios Public School were uneventful. The work was carried on quite smoothly, I think, on the lines laid down, and except for certain alterations in the time-tables which changes of staff made necessary, there were no innovations. I am grateful to all members of the Belilios Public School staff for the assistance they gave me in carrying on the work without dislocation.

The maximum enrolment for 1927 was 556. The standard of attendance throughout the year remained satisfactory and there are here two pictures which are to be held for one year by Class 7A and Standard III A respectively for having gained the highest percentage.

Senior Mathematics.

In January we were confronted with the distinct difficulty of having no one on the staff to take Senior Mathematics. Miss Munro the Mathematics Mistress, had gone home at short notice on her recovery from typhoid. This was a serious matter to us as Mathematics is a Matriculation subject and to deprive the girls of it was tantamount to depriving would-be candidates of their chance of entry to the University. The problem was discussed with the Head Master of Queen's College, upon whose co-operation we can always rely. Mr. Crook agreed to the senior girls' going over to Queen's for Mathematical subject until such time as the difficulty of staffing should be solved. The students attended classes there for the remainder of the year, and Mr. Crook would, I think, be interested to know that three of them have this year entered the University. We thank him and the masters who made this success possible.

Local Examinations.

The results of the Junior and Senior Local Examinations call for remark. There were twelve entries for the Junior and nine passes. For the Senior there were eleven entries and nine passes. Of these nine four candidates gained Matriculation.

One is glad to see that the girls are showing more inclination to carry their studies beyond Matriculation standard and to take advantage of the opportunities the Hongkong University offers. There are at present five B. P. S. girls studying there; two taking the Medical Course and three working for their Arts Degree.

It is regrettable that Belilios Public School has no scholarships for senior students for not infrequently girls desirous of proceeding to the University are unable to do so for financial reasons.

Prize Winners.

Government Free Scholarships for 1928: Class 1, Ho Siu-hing;

2, Leo Tun-yung; 3, Kung Chuk-yee; 4, Wong Yiu-hung; 5, Lum Tei-yung; 6, Chau Mo-li; 7, Yung Mo-chun.

English Class Prizes: Class 1, Hui Wai-han; 2, Bertha Remedios; 3, (1) Sylvia Remedios, (II), Tam Lai-yiu; 4, (I) Tang Lai-kwan, (II), Tam Mo-wun; 5, (I) Yu Sheung-woon, Tong Yim-yu; (II), Alice Rodrigues; Upper 5, (I) Wong Hen-lan, (II), Kwok Lai-ping; Lower 6, (I) Lee Kwai-han, (II), Kwong Fung-mui; 7a, (I) Lo To-di; (II) Cheng Lai-ching; 7b, (I) Jui Fung-ku, (II), Wong Suk Hing; 7c, Poon Nai-mui; 8a, (I) Leung Lok-ching, (II), Sung Ngan-lui; 8b, Kwok Wing-han; 8c, Choi Ping-choi; Std. IIIa, Yeung Siu-yee; IIb, Ho Siu-ling; IIIc, Fung Tak-chun; IIa, Ng Cheuk-yik; IIb, Chan Wai-tim; IIc, Yuen Kam-lan.

Chinese Class Prizes: Class 1, Hui Wai-han; 2, Ho Siu-hing; 3, Leo Tun-yung; 4, Sung Yik-tsing; 5, Cheung Di-king; Upper 6, Lo Siu-kow; Lower 6, Yeung Choi-lai; 7a, Cheng Lai-ching; 7b, Wong Chun-yim; 7c, (I), Poon Nai-mui, (II), Fung Mui-yung; 8a, Cheung Woon-tong; 8b, (I) Tse Kam-ying, (II), Di De-chun; 8c, (I) Lam Mui-yung, (II), Lo Yui-ho; Std. IIIa, (I) Wong Hui-lau, (II) Cheung Mo-ching; IIb, (I) Ho Siu-ling, (II) Chan Sai-kee; IIIc, (I) Loung Po-fun, (II) Ng Lai-chun; IIa, (I) Chiu Yee-hung, (II) Hou Po-chun; IIb, (I) Chiu King-chu, (II), Lai Kam-fung; IIc, (I) Yuen Kam-lan, (II) Mok Lai-kwun; 1a, (I) Wong Nee-yim, (II) Cheng Kam-chuen; 1b, (I) Fung Suet-lan, (II) Ho Lai-king; 1c, (I) Fung Suet-lan, (II) Ho Lai-king.

Prizes for Portuguese.—Prizes for passing the Junior Local Examination in Portuguese awarded to:—Bertha Remedios, Francisca Gomes, Carmen Rodrigues.

Prize for proficiency in Portuguese awarded to:—Sylvia Remedios.

Cup for Cookery and Needlework (presented by Mrs. Bird awarded to:—Wong Yiu-yuk.

Certificates for First Aid (First Certificate): Kwok Siu-yung, Ng Po-yung, Li Sau-fong, Tam Lai-yiu, Lee Tun-yung.

External Scholarship Certificates:—Std. IVa, Chan Pui-so; IVb, Leung Kwun-tai; IIc, Ling Lai-tung, Chui Kwai-to, Chiu Yik-chun, Fung Sau-kam, Lo Rung-sang, Mak Lai-yung, Leung Mo-tsing, Cheung King-ku, Chau Sau-hing, Tsim Sau-tsing.

Certificates and prizes awarded to those who passed the Junior Local Examination in 1927: Ho Siu-hing, Kwok Siu-yung, Tse Tong-tai, Ng Po-yung, Wong Lai-wan, Fung Mui-yung, Frankie Gomes, Bertha Remedios, Carmen Rodrigues.

Certificates and prizes awarded to those who gained a Senior Local Certificate in the University Examination for 1927: Cheung Wai-foon, Lo Hing-hing, Kwok Kit-ming, Law Yuk-chun, Tang Yuk-hing.

Certificates and prizes awarded to those who matriculated in the University Examination in 1927: Hui Wai-han, Sung Ngan-lui, Pok Kam-lun, Cheung Yuk-chun.

Matriculation Cup presented by Lady Stubbs to those who gained Matriculation; awarded to:—Hui Wai-han, Sung Ngan-lui, Pok Kam-lun, Cheung Yuk-chun.

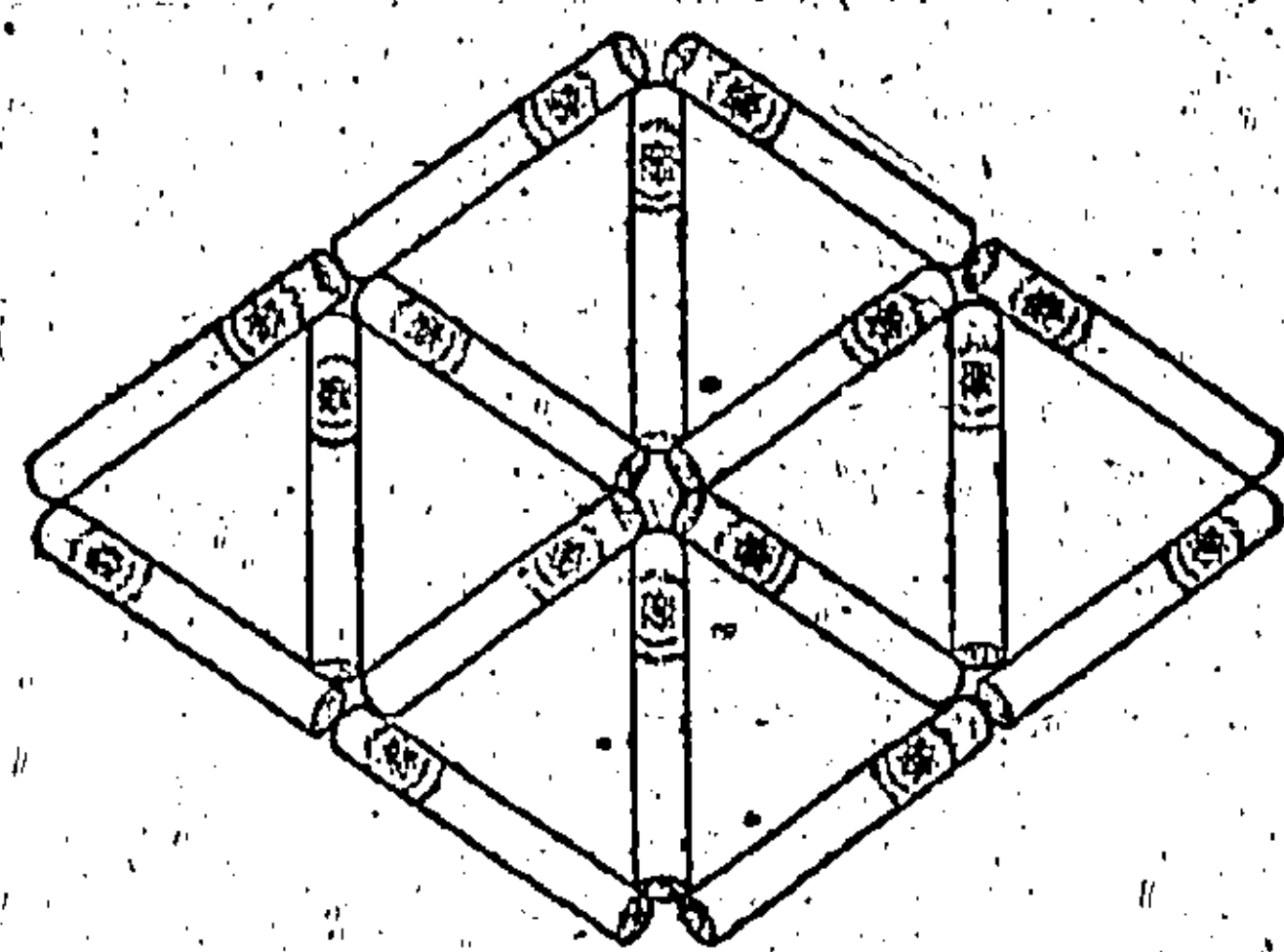
Attendance pictures to be held for one year by: Class 7A (Miss Yuen's Class); Standard IIIA (Miss Yeung's Class).

Dr. Tso's Speech.

Addressing the gathering, Dr. Tso said:—"Mr. Wood, the Director of Education, has asked me to speak a few words to the students to-day on this occasion of the prize distribution. Before doing so, I should like to congratulate the Headmistress and the whole staff of the School for the splendid report which has just been read and the splendid work which the school has done during the past year. (Applause).

You should also thank Lady Chow for her kindness in coming here to-day to distribute the prize.

Take away 4 cigarettes



and leave 4 complete triangles of equal size

Give away 4 cigarettes

and you will leave 4 completely satisfied smokers — if they're —

CAPSTAN
CIGARETTES

This advertisement is printed by The Hong Kong & Shanghai Telegraph & Mail Co., Ltd. ED-608

I am sorry Sir Shou-sun Chow was not able to come. We all know how busy he is. He is a very splendid speaker. I am a very poor substitute for him and I am sorry you have missed a very good treat in listening to him. As Lady Chow does not speak English and the Director of Education has asked me to speak a few words to the students, I should like to address you in Chinese. I hope if I should say anything which is not right, Lady Chow will pull me up at once.

Continuing his address in Chinese, Dr. Tso pointed out that the aim of school education is not merely to be proficient in the subjects in which a student is taught, but in order that a student may employ that proficiency to improve his common sense and reasoning. These qualities were essential to a person's happiness.

Continuing, Dr. Tso said that under modern environment, the girls were more capable of being misled and he exhorted the girls to be careful how they moved about in social circles. The old teachings of Chinese teachers, said Dr. Tso, were still applicable to-day and he felt sure that the girls could profitably remember some of the sayings of old.

Mr. Wood, thanking Dr. Tso for his address, said:—"It is my privilege to express our thanks to Dr. Tso for coming here this afternoon. We thank him for his words of appreciation and of admonition. We are sorry Sir Shou-sun Chow could not come but our loss is also our gain, because we have had the privilege of hearing Dr. Tso.

According to the Einstein theory an electric lamp burning 2,000,000 years would produce about an ounce of light.

RADIO TEST.

AMBITIOUS PROGRAMME TRANSMITTED.

A test wireless concert was transmitted by the Y.M.C.A. entertainment committee from their studio at the Lee Theatre last night. The programme included gramophone pieces, songs, piano solos, topical news, stories old and new and an address by Mr. G. C. Moxon entitled, "Hongkong revisited."

This was by far the most ambitious test to date, the previous ones having been isolated transmissions consisting chiefly of gramophone records. The object of the test was mainly to discover what effect draping a studio had on reception.

The full programme was as follows:

The programme opened with an explanatory talk, followed by a gramophone selection (Farmer's Dream—Steel Guitar); another gramophone selection (Valse, Blue Danube); Topical News, arranged by the South China Morning Post; Songs by Mr. H. E. Gardner; Hongkong Revisited, by Mr. Moxon; a piano solo by Miss Follett; a Chinese gramophone selection; a gramophone selection; Stories New and Old, by Mr. Sutherland, and closing with a Closing Down record.

SALT GABELLE.

FORTHCOMING DISCUSSION AT SHANGHAI.

It is understood that Mr. E. Hugsey Froke, Associate Chief Inspector Salt Gabelle, will shortly proceed to Shanghai to discuss salt affairs.—Reuter.



Even the telephone upsets one when the liver is out of order or the intestinal machinery is not functioning properly. Just a little dose of Pinkettes to-night will make telephoning seem a pleasure, and work a joy, to-morrow morning. Pinkettes, the dainty little laxatives and liver regulators, are to be had of all chemists, or post free, at 60 cents the vial, from the Dr. Williams' Medicine Co., 60, Kiangse Road, Shanghai.

METALS

of all kinds especially for ship-building and engineering work. Complete stock. Best Terms. Immediate delivery.

SINGON & CO.,
ESTABLISHED A.D. 1880.

HING LUNG SI.

Phone..... Central 515.

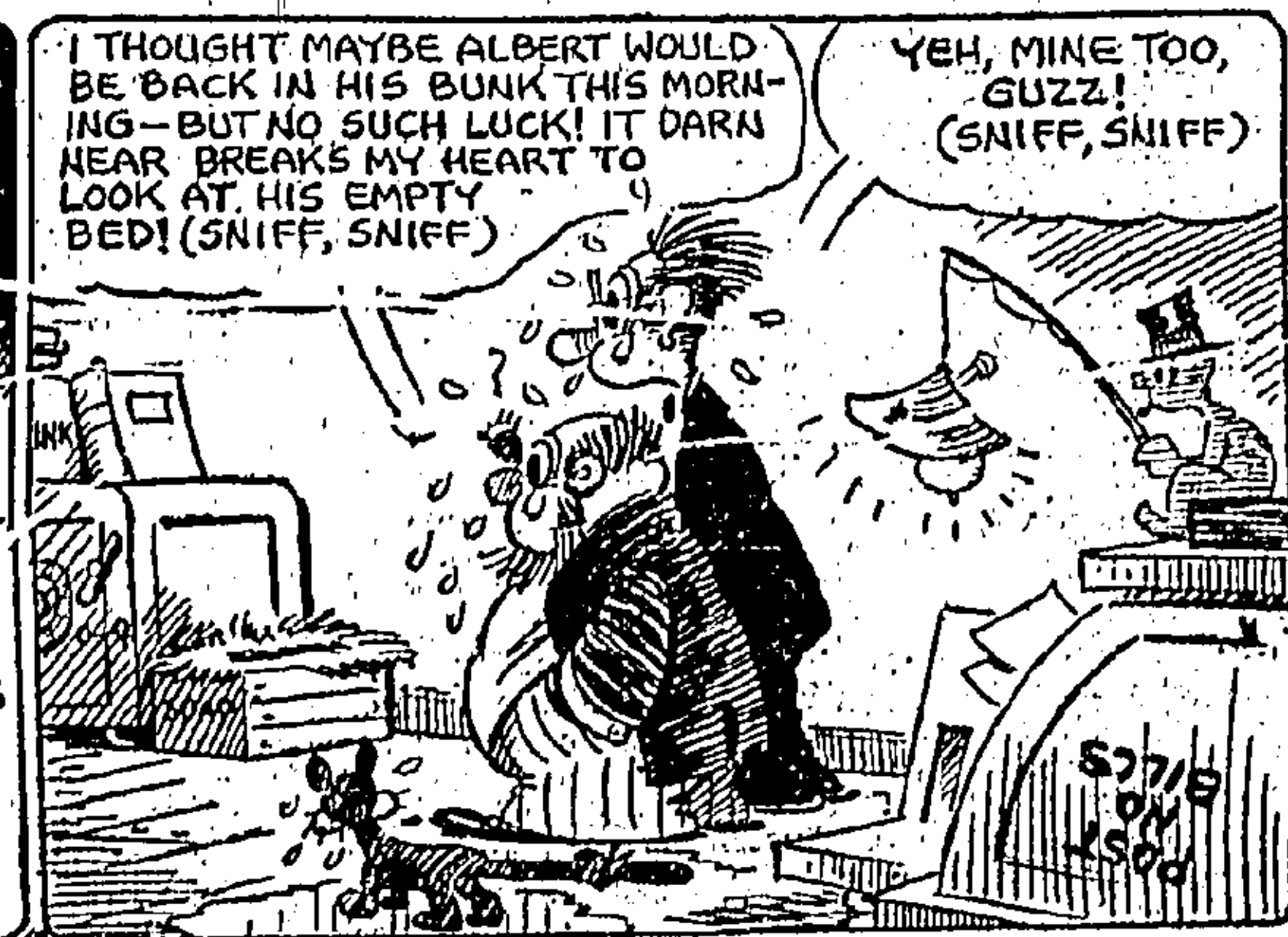
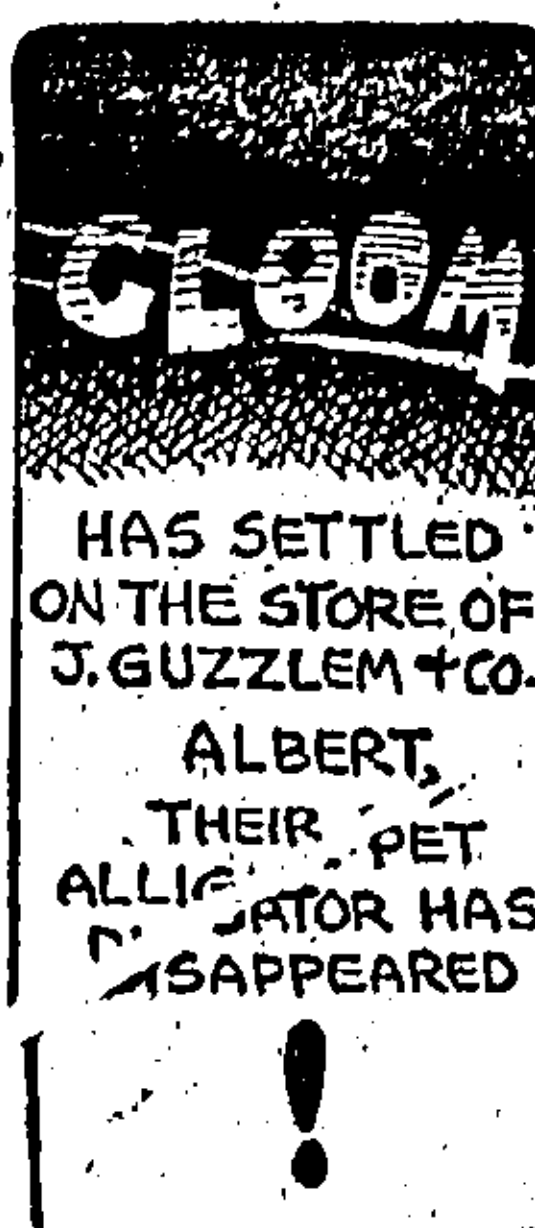
Loss of weight

often leads to extreme weakness, even consumption. SCOTT'S Emulsion builds the body, enriches the blood, aids digestion and leads to increased weight and better health. Ask for



SCOTT'S Emulsion
The protector of life

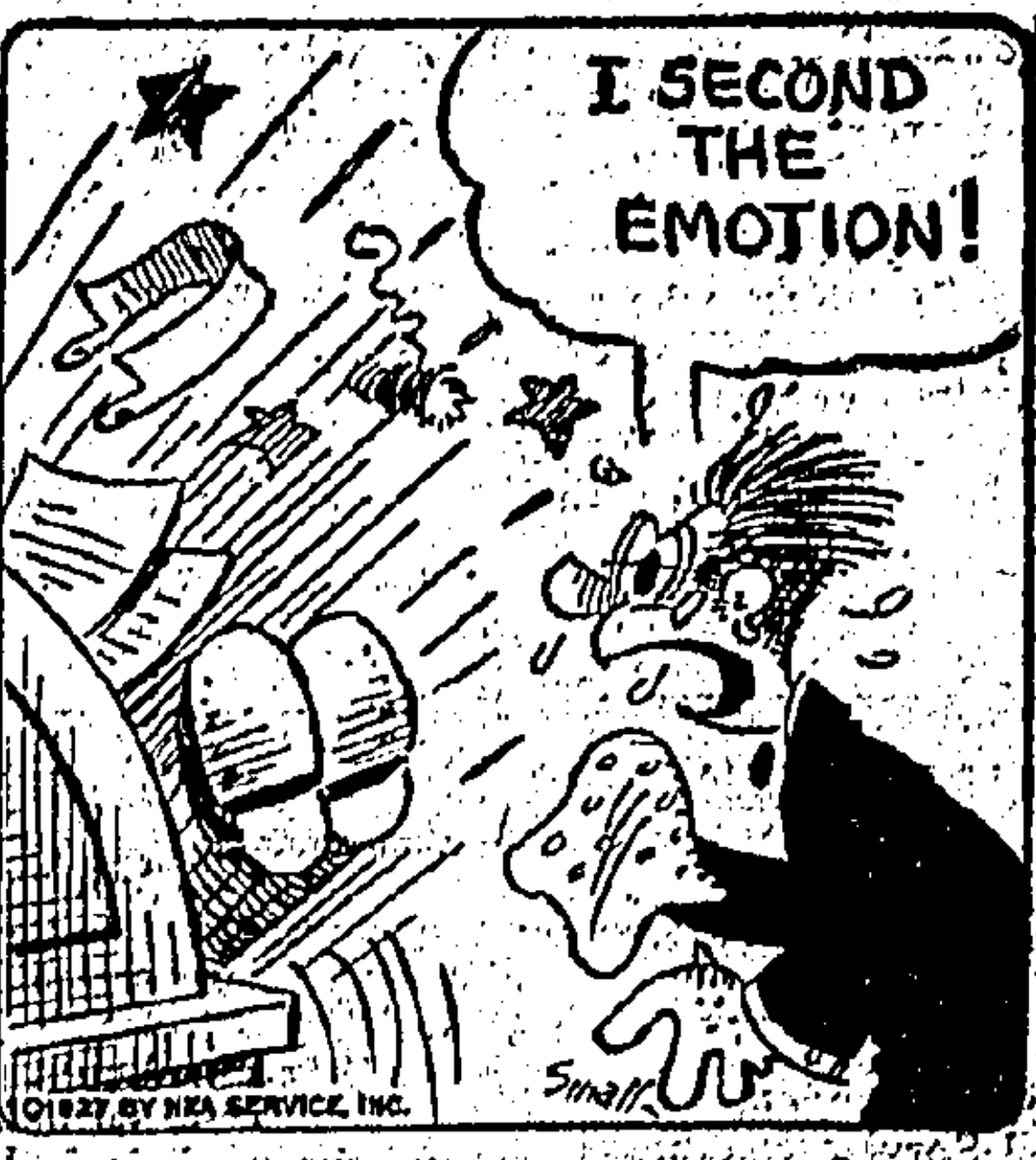
SALESMAN SAM

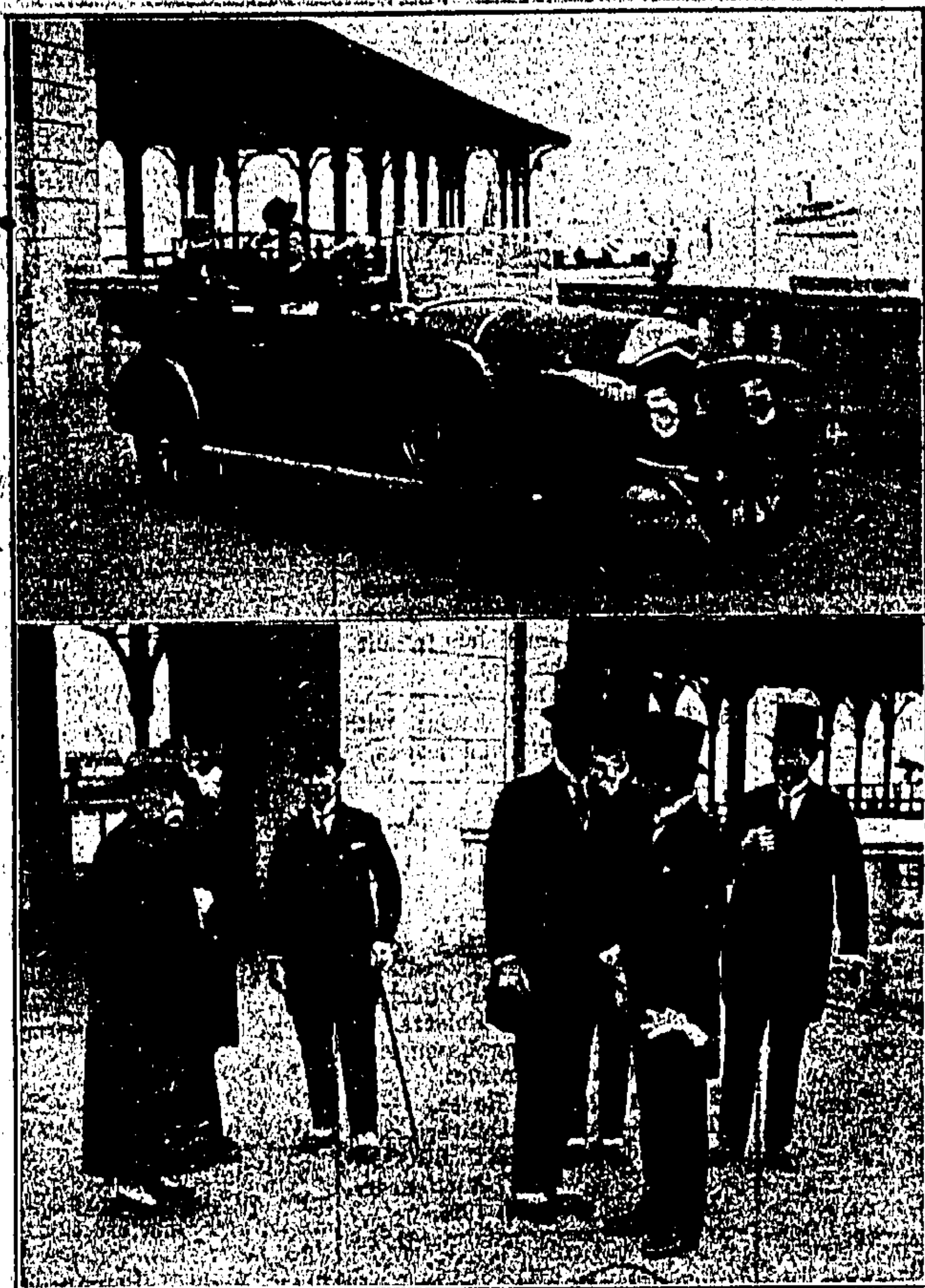


Naturally He Would



By Small

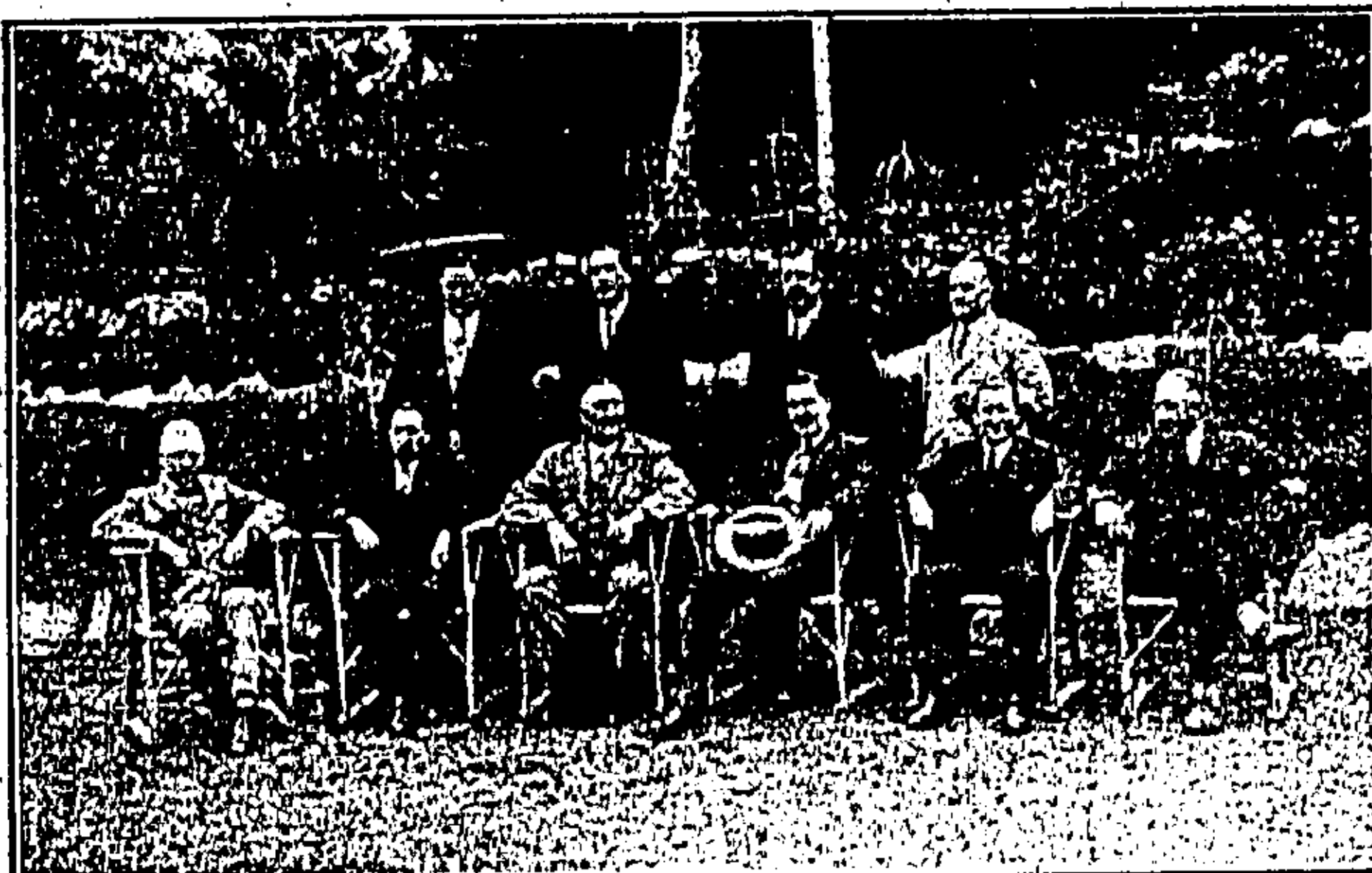




Pictures taken on the arrival in Hongkong of Sir Miles Lampson. Above, H. E. The Governor and the British Minister are seen leaving for Government House, and, below, members of the Legislative Council who were at Queen's Pier to welcome the distinguished visitor (Photos: Ming Yuen).



Sir Miles Lampson, the British Minister to China, is here seen immediately on stopping ashore at Queen's Pier on Sunday. With him are H. E. The Governor, H. E. Major General C. O. Luard, the General Officer Commanding, and H. E. Vice-Admiral Sir Reginald Tyrwhitt, Commander-in-Chief of the China Squadron. (Photo: Ming Yuen).



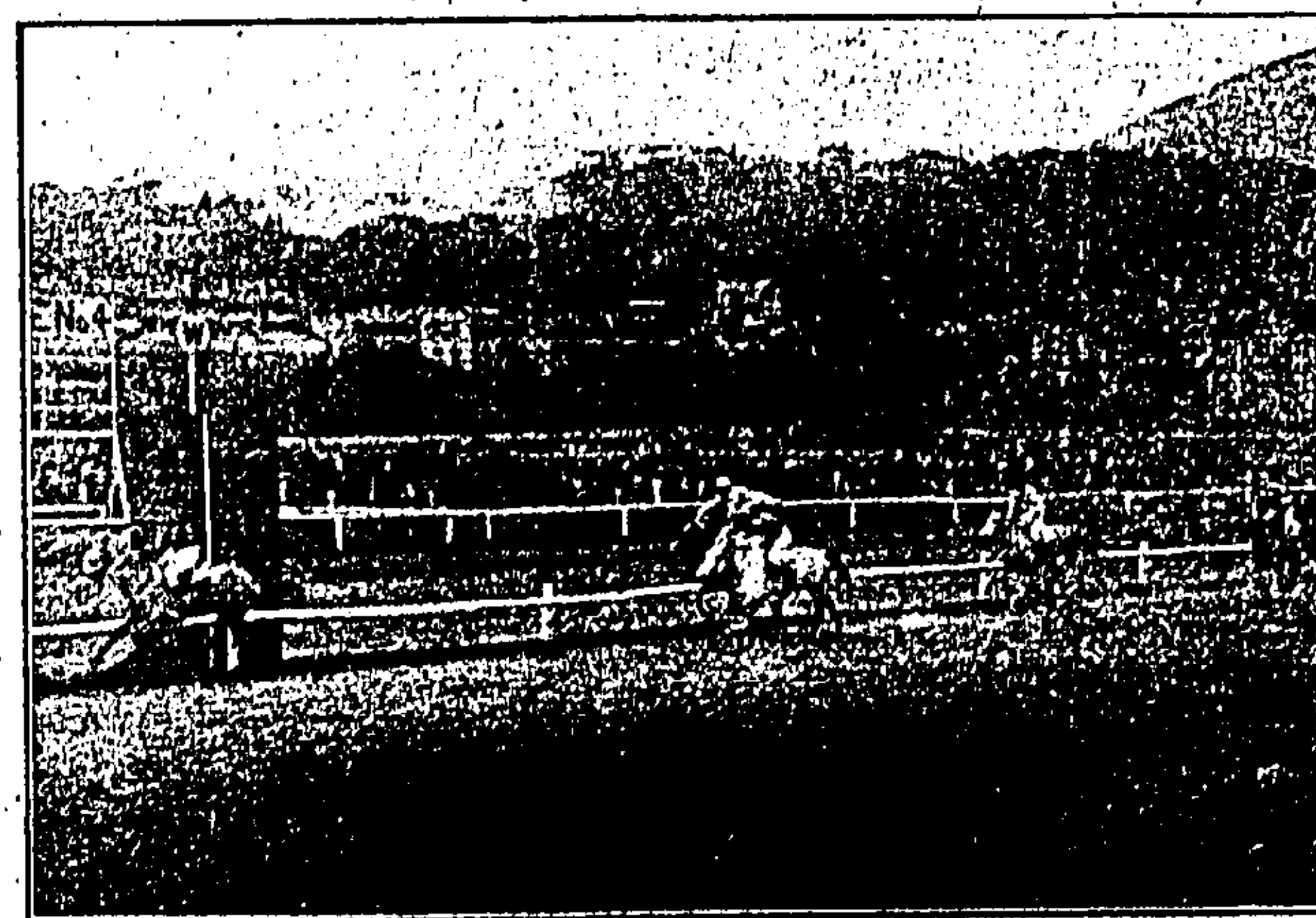
The general committee of the Kowloon Bowling Green Club taken on the occasion of the closing day of the season. Left to right: (sitting) Messrs. D. Gow, A. Chapman (hon. secretary), C. Bond (President), B. Wylie (Vice-President), W. Hedley (hon. treasurer), and W. Russell; (standing) D. Keith, R. Lapsley, D. Harvey, and J. Hyde. (Photo: Ming Yuen).



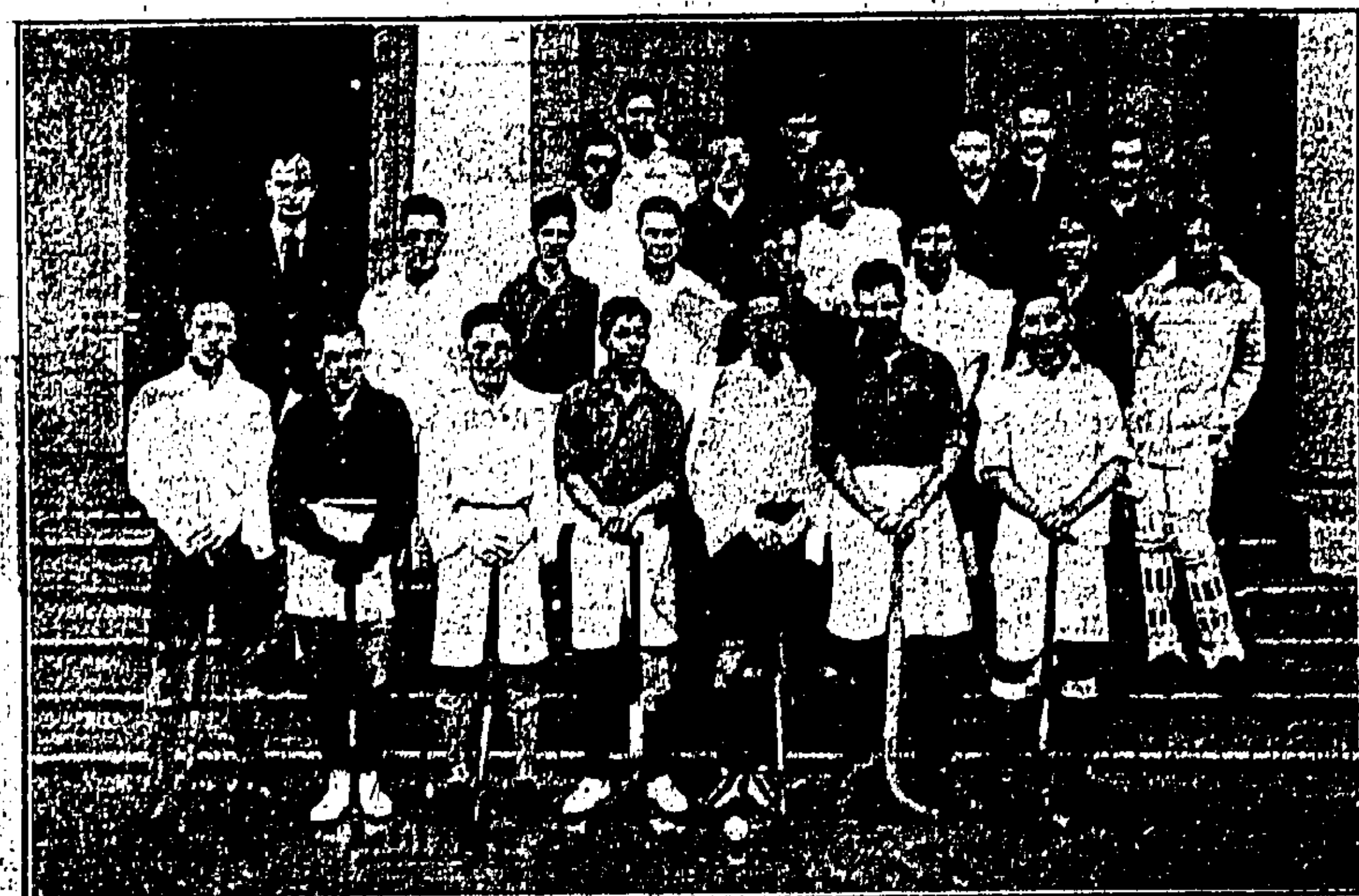
The final of the rink competition played at the Kowloon Bowling Green Club on Saturday last. Mr. J. Hyde is seen playing the ball. The winning rink consisted of Messrs. Russell, Forster, A. Macfarlane and Stoneham. (Photo: Ming Yuen).



Boxing Eve, the winner of the Hongkong Handicap "A" class on the last day of the Annual Races, is seen being led in. The rider was Mr. "Billy" Hill, a very popular jockey, who attended the function just long enough to ride one pony before rejoining his ship. (Photo: Ming Yuen).



Mr. Wong winning the Tytam Handicap "A" Class on Mr. Moon's O-Moon, finishing well ahead of Chatto with Mr. Usher up, on the "Off Day" of the Hongkong Race Meeting. (Photo: Ming Yuen).



Hockey teams representing the Club de Recreio and students from Macao, who were recently on a visit to Hongkong, and fulfilled a number of sporting engagements. (Photo: A. Fong).



Bridal group at the wedding on Thursday of Mr. Walter R. Andrews and Miss Jessie M. Wynne, at St. John's Cathedral. (Photo: Ming Yuen).

New Neckwear

Deliveries of the newest designs in Ties have just reached us.

These are cut and made for us from rich pure Silk by one of the leading Paris Houses and show the most attractive effects.

We shall welcome and appreciate your examination of these lovely Ties.

Mackintosh

MEN'S WEAR SPECIALISTS & Co. Ltd.

ALEXANDRA BUILDING. DES VOEUX ROAD.

The Viva-tonal Columbia

PORTABLE MODEL No. 112

It does not matter what you pay, you cannot get a Portable gramophone to equal this new Columbia. In Tone, in Volume, and in Value, it is the biggest success yet. Every one sees its superiority and its price makes it irresistible. Hear it.

AT
ANDERSON'S

CHATEAU CARBONNIEUX.

in quarts and pints.

A REALLY MAGNIFICENT GRAVES.

Sole Agents:
CALDBECK, MACGREGOR & COMPANY, LIMITED.
(Incorporated under the Hongkong Companies' Ordinances 1911-1915.)
Prince's Building (Ground floor.) Ice House Street.

WHITEAWAYS

FOR BETTER SHAVES TRY

NIESO
Safety RAZOR BLADE

ONE OF WHITEAWAYS' STANDARD VALUES

THE "CHALLENGE" GILLETTE SAFETY RAZOR
Complete in Case with one blade.

Suitable for all types of Gillette Pattern Razor. In Packets of 12 Blades

65 cents Packet

\$1.25

WHITEAWAY, LAIDLAW & CO., LTD.
HONGKONG.

Profitable Investment.

Judicious Advertising is one of the most profitable investments associated with successful Business Enterprise.

Advertise in
The
Hongkong Telegraph.

and secure the co-operation of its readers in buying your goods.

Prepaid Advertisements

25 WORDS FOR \$1.00
(\$1.50 if not prepaid)

The following replies are awaiting collection:—
295, 300, 301, 305, 306, 315

BOARD RESIDENCE.

FAMILY HOTEL.—Victoria Gardens. Quiet apartments and suites of rooms. Full board from \$95, \$110, \$130, monthly. Large commodious rooms. Also daily rates; five minutes from ferry, next new Hotel, Hankow Road, Kowloon, Tel. K.357.

FOR SALE.

FOR SALE.—Packard 7-seater Car recently overhauled and repainted, in first class condition. \$1,500. Apply Hongkong Hotel Garage.

FOR SALE.—The Jade Tree, Inc. is open for offers for its business and stocks, as a going concern. Good lease, Mrs. Wood at the Jade Tree Store.

TO LET

IMMEDIATE POSSESSION
Second Floor of
WHITEAWAYS BUILDING.

Moderate Rental, all conveniences, lease if desired. Apply—Manager.
Whiteaway, Laidlaw & Co., Ltd.

PREMISES TO LET.

GARAGE TO LET.—Owner wants to share garage with owner driver. Locality Austin Road, opp. Whitefield Barracks Kowloon. Rental \$17.00 per month including cleaner. Apply Box No. 331, care of "Hongkong Telegraph."

TO LET.—Nos. 4 and 4A Duddell Street. Apply to the CLUB LUSITANO from the 1st March.

TO LET.—One European FLAT Wanchai Gap Road, Hongkong. Apply to 32, Kennedy Road.

COMMODOUS OFFICES to let in No. 7, Queen's Road Central, also two small offices in 1A, Chater Road. Apply B. D. Sassoon and Company, Ltd.

TO LET.—Four roomed FLAT (furnished) at May Road from end May for 2 or 2½ years. Apply Box No. 329, care of "Hongkong Telegraph."

APARTMENTS TO LET.—Glenelg Hotel No. 3, Glenelg, near centre, new management. To let, rooms with bathroom attached, excellent cuisine, moderate rate. Apply to Mrs. Vesser. Telephone 980.

TO LET.—From end of March to October, Peak. One European furnished HOUSE with three bedrooms, electricity, gas and flush. Five minutes from Peak Station. Apply to Box 327 care of "Hongkong Telegraph."

TO LET.—To rent furnished new five room detached house with Garage. On lower level overlooking sea, fifteen minutes from Central. Flush Toilet, running hot and cold water, Kelvinator. For six months from April. Rent moderate. Apply Box No. 330, care of "Hongkong Telegraph."

NEW ADVERTISEMENTS

NOTICE.

TO WHOM IT MAY CONCERN.

NOTICE is hereby given that ANDREW HARPER & SON have ceased to be the authorized dealers of this Company for Hongkong and South China as from the 26th day of January, 1928.

FORD MOTOR CO.

NOTICE.

TO WHOM IT MAY CONCERN.

NOTICE is hereby given that WALLACE HARPER & CO., LTD. have been appointed our authorised dealers for Hongkong and South China as from the 1st day of February, 1928.

FORD MOTOR CO.

THE HONGKONG ELECTRIC CO., LTD.

Notice is hereby given that the Thirty-Ninth Ordinary General Meeting will be held at the Company's Offices, P. and O. Building, on Friday, 16th March, 1928, at 12 noon, for the purpose of presenting the Report of the Directors together with a Statement of Accounts to 31st December, 1927, and electing Directors and Auditors.

The Register of Members of the Company will be closed from 3rd March, 1928 to 16th March, 1928, both days inclusive, during which period no Transfer of Shares can be registered.

By Order of the Board of Directors,

GIBB, LIVINGSTON AND CO., LTD.

Hongkong, 24th, Feb., 1928.

SIXTH ANNUAL DANCING DISPLAY.

By the

Pupils of Miss Violet Capell.

Under the Distinguished Patronage of His Excellency the Governor, Sir Cecil Clementi, K.C.M.G., at the

QUEEN'S THEATRE

Wednesday, 22nd February, at 5 p.m.

Monday, 27th February, at 5 p.m.

STAR THEATRE

Wednesday, 29th February, at 9.15 p.m.

Part of the Proceeds to be given to the

LONDON HOSPITAL.

Advance Tickets to be exchanged for Booking Tickets and seats booked direct at Anderson's.

Dress Circle \$3.00 Stalls \$3.00 Pit Stalls \$2.00 and Pit \$1.00

Children, Soldiers and Sailors Half Price.

THE HONGKONG & KOWLOON WHARF & GODOWN CO., LTD.

NOTICE.

If the Marine Boiler, left on Kowloon Marine Lot No. 49 by See To Ming is not claimed and removed within fourteen (14) days, same will be sold to defray expenses.

F. H. CRAPNELLE,

Secretary.
Hongkong, 24th February, 1928.

WAR DEPARTMENT CONTRACTS.

Sealed tenders will be received at the office of the O.C. R.A.S.C. Headquarters Victoria Barracks, Hongkong until 12 o'clock noon on the dates stated, for the under-mentioned services for the periods as stated:—

For one year commencing 1st April, 1928.

Transport Services 12th March, 1928.

For six months commencing 1st April, 1928.

Meat, 8th March, 1928.

Hospital Supplies, 8th March, 1928.

Indian Supplies, 8th March, 1928.

General Supplies 'B' 9th March, 1928.

Fuel, 9th March, 1928.

Forage, 9th March, 1928.

Tender forms and any necessary information may be obtained at the above office between the hours of 10 a.m. and 1 p.m. daily, except Sundays.

MISS SIGGINS, C.S.M.M.G.

(Chartered Society of Massage and Medical Gymnastics, London.)

Massage, Medical Electricity, Remedial Exercises.

Apply Helena May Institute.

THE DAIRY FARM ICE & COLD STORAGE CO., LIMITED.

NOTICE TO SHAREHOLDERS.

Notice is hereby given that the THIRTY-SECOND Ordinary Yearly Meeting of the Shareholders in the above Company will be held at the Company's Town Office, 2 Lower Albert Road, on SATURDAY, 10th MARCH, 1928, at noon, for the purpose of receiving the Report of the Directors together with Statement of Accounts for the year ending December 1927, declaring a Dividend and re-electing Directors and Auditors.

THE TRANSFER BOOKS of the Company will be closed from the 1st to 10th March, 1928, both days inclusive.

By Order of the Board of Directors,

M. MANUK

Secretary.
Hongkong, 23rd February, 1928.

HONGKONG AND SHANGHAI BANKING CORPORATION.

Notice is hereby given that the Ordinary Yearly Meeting of the Shareholders in this Corporation will be held at City Hall, Hongkong, on Saturday, the 25th February, 1928, at noon, for the purpose of receiving the Report of the Court of Directors together with a statement of Accounts for the year ending 31st December, 1927.

The Register of Shares of the Corporation will be closed from Monday the 13th February to Saturday the 25th February, 1928 (both days inclusive) during which period no transfer of shares can be registered.

By order of the Court of Directors

A. C. HYNES,

Chief Manager.
Hongkong, 6th Feb., 1928.

THE HONGKONG JOCKEY CLUB.

The First Extra Race Meeting will be held (weather permitting) at Happy Valley on Saturday 25th February, 1928, commencing at 2 p.m. The first bell will be rung at 1.30 p.m.

The charge for admission to the Public Enclosure will be \$1.00 for all persons including Ladies. Soldiers and Sailors in uniform half price. Members are advised that they must show their Badges to obtain admission to the Members' Enclosure.

Each member has the right to introduce 2 non-members to the Members' Enclosure, tickets for whom can be obtained from Messrs. Linstead and Davis at \$5.00 each up to Friday 24th February, 1928.

The charge for admission for Ladies to the Members' Enclosure will be \$2.00.—Each member can obtain, upon application to the Secretary, Badges for admission of 2 Ladies free of charge. Book-makers, Tie The men, etcetera, will not be permitted to operate within the precincts of the Hongkong Jockey Club during Race Meetings.

THE HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ONE HUNDRED AND EIGHTH ORDINARY MEETING of SHAREHOLDERS in the Company will be held at the Office of the Company, No. 4A, Des Voeux Road, on TUESDAY, 28th February, 1928, at NOON, for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, and electing Directors and Auditors.

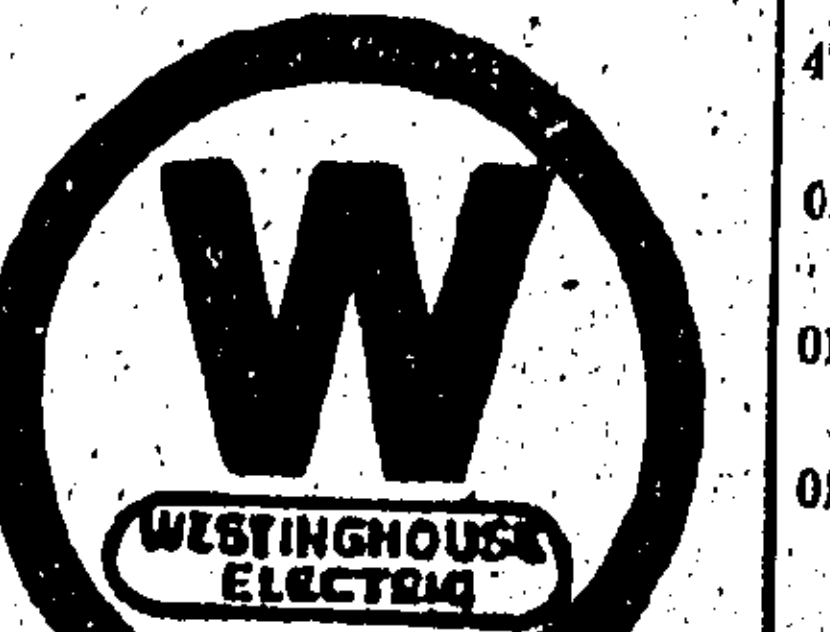
THE TRANSFER BOOKS of the Company will be CLOSED from WEDNESDAY, 15th February, to TUESDAY, 28th February, 1928, both days inclusive, during which period no transfer of shares can be registered.

By Order

of the Board of Directors,

JOHN ARNOLD,

Secretary.
Hongkong, 4th February, 1928.



Reiss, Massey & Co., Ltd.

DISTRIBUTORS.

Exchange Bldgs, Tel. C.673.

CHURCH NOTICES

First Church of Christ Scientist, Macdonnell Road, below Bowen Road Tram Station. Sunday Service, 11.15 a.m. Subject, "Christ Jesus" Wednesday Evening Meeting at 6.30 p.m. Reading Room at above address, open Tuesday and Friday, 10 a.m. to 12 noon, Monday and Thursday, 5 to 7 p.m. The Public is cordially invited to attend the services and visit the Reading Room. Branch of The Mother Church, The First Church of Christ, Scientist, in Boston, Mass., U.S.A.

St. Andrew's Church, Kowloon. Preparation for Thanksgiving Sunday, 25th February 1928, 1st Sunday in Lent. 8.15 a.m. Holy Communion. 10.00 a.m. Children's Service. 11.00 a.m. Morning Prayer; Preacher: Rev. J. Kirk Macdonachie. 2.45 p.m. Children's Service; Preacher: The Vicar. 6.00 p.m. Evening Prayer. Preacher: Rev. H. A. Wittenbach. Tuesday, 28th February, 1928. 3.00 p.m. Mothers' Union. Wednesday, 29th February, 1928. 6.00 Evening Prayer and Address. Seventh Day Adventist Hall, 7, Duddell Street, Sunday, February 26th, at 8.30 p.m., sermon given by Pastor Lyman W. Shaw, "God's Blue Print of the Ages." You are welcome. St. John's Cathedral, Hongkong. February 26th, 1928. First Sunday in Lent; Holy Communion 8 a.m.; Matins and Litany 11 a.m.; Preacher: The Dean. Evensong 6 p.m.; Preacher: The Rev. H. V. Kook.

FANLING HUNT.

STEEPLECHASES.

SATURDAY, 3rd March, 1928. First Race 3 p.m. ADMISSION Public Enclosure \$1.00.

Ladies Free. Admission to Subscribers Enclosure on production of badge only. Subscribers can introduce Two Ladies Free and Two Non-members at \$5.00 each.

Tickets obtainable from Dr. F. Pierce Grove, Alexandra Buildings. Special Trains leave Kowloon 2.00 p.m. Return from Fanling 6.00 p.m. Return Fare 1st Class \$1.50. 2nd Class 90 cents. FREE PARKING FOR MOTOR CARS.

To Kowloon Motorists.

MOTOR GARAGES CHATHAM ROAD, KOWLOON.

The rent of a Private lock-up garage 10'0" x 18'0" is \$22.00 per month including light and water.

In the Main Garage 50'0" x 25'0" the charges vary from \$15.00 to \$20.00 per month according to size of vehicle.

Enquiries to

The Secretary,
HONGKONG ENGINEERING & CONSTRUCTION CO., LTD.
St. George's Building, Hongkong.

TELEPHONE CENTRAL 4581.

(two lines)

RECORDS.

THE SEASON'S HITS

- 4680 { Forgive Me
- 4696 { Pick a Rose
- 4711 { Red Lips Kiss My Blues
- 4715 { Hello Cutie
- 4717 { Charmaine
- 4718 { (C'est Vous
- 4719 { Hallelujah
- 4720 { Gonna Get a Girl
- 4721 { Mo and My Shadow
- 4722 { In a Street
- 4723 { Ain't She Sweet
- 4724 { Dreaming of Brown Eyes
- 4725 { Here am I Broken-hearted
- 4726 { Magnolia
- 4727 { Girl Friend
- 4728 { Blue Room
- 4729 { Dancing Tambourine
- 4730 { Barbara
- 4731 { Mediterranean Blues
- 4732 { Honey Bird

TSANG FOOK PIANO CO.

8, Des Voeux Road Central

(Entrance Ice House Street)

Telephone C. 4648.

LAMMERT'S AUCTIONS

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction

on MONDAY,

the 27th February, 1928, commencing at 11 a.m., at No. 5, Armend Building (Ground Floor), Kimberley Road, Kowloon.

A Large Quantity of Valuable Household Furniture.

Comprising:—
Teak Hatstand, Chesterfield Couch and Chairs, Brass Fire Irons, Curtains, Carpets, Ornaments, Teak Extension Dining Table, Teak Chairs, Teak Sideboard, Teak Dinner Wagon, Cutlery, Crockery, Teak Ice Chest, Teak Bedstead with Box Mattress, Teak Wardrobe with Bevelled Mirror Doors, Teak Dressing Table, Enamelled Bath, etc., etc.

Catalogues will be issued.

On view from Sunday, the 26th February, 1928.

Terms:—Cash on Delivery.

LAMMERT BROS., Auctioneers.

Hongkong, Feb. 20, 1928.

PUBLIC AUCTION.

The Undersigned have received instructions from The Official Receiver, Supreme Court, to sell by Public Auction,

on Monday,

the 27th February, 1928,

at 2.30 p.m.

at their Sales Room, Duddell Street,

1 Gold Watch and 1 Gold Chain.

1 Gold Ring with 3 Cat's Eye Stones.

1 Gold Ring.

1 Gold Ring with 1 Sapphire and 12 Diamonds.

1 Gold Ring with 1 Diamond.

On View on Day of Sale.

Terms:—Cash on Delivery.

LAMMERT BROS., Auctioneers.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction,

on Monday,

the 27th February, 1928,

commencing at 2.30 p.m.

at their Sales Room, Duddell Street,

1 Camera.

1 Photo Shell Camera.

1 Combination Camera.

1 Universal Camera.

1 Magnesium Lamp.

1 Tripod.

30 Boxes Plates.

10 Boxes Developer.

5 Boxes Brooches.

10 Rollo Button Plates.

and

A Selection of Red Seal Records.

Terms:—Cash on Delivery.

LAMMERT BROS., Auctioneers.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction,

on MONDAY,

the 27th February, 1928,

commencing at 2.30 p.m.

at their Sales Room, Duddell Street,

A Quantity of Silver and Plated Ware,

Comprising:—

Prize Cups, Tea Pots, Trays, Manicure Sets, Inkstands, Dishes, Vases, Napkin Rings, etc., etc.

also

Crystal Table Sets,

and

Several Pieces of Cut Glass.

"Two English-made Glass Showcases."

On View on Day of Sale.

Terms:—Cash on Delivery.

LAMMERT BROS., Auctioneers.

Hongkong, Feb. 22, 1928.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction

on TUESDAY,

the 28th February, 1928,

commencing at 2.45 p.m., at No. 25, Humphreys Building, Hanoi Road, Kowloon.

A Quantity of Valuable Household Furniture.

(Particulars from Catalogue.)

On view from Monday, the 27th February, 1928.

Terms:—Cash on Delivery.

LAMMERT BROS., Auctioneers.

CHINA AUCTION ROOMS.

4, Duddell Street.
If you have anything you would like to sell, exchange or advertise send it to the CHINA AUCTION ROOM.

E. V. M. R. de SOUSA.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction

on WEDNESDAY,

the 29th February, 1928, commencing at 10 a.m., at their Sales Room, Duddell Street.

A Large Quantity of Provisions. Wines and Miscellaneous Goods (to be sold in small lots to suit purchasers).

And

50 Brass Hanging Lamps with Glass Chimneys and Shades.

4 Cases Clocks.

14 Cases Printing Inks.

4 Rolls Diamond-Shape Wire Netting (60ft. x 4ft.).

1 Bag Bolts and Nuts.

1 Case Hymn Books.

SINCERE'S SPRING SALE

NOW IN FULL SWING

Special Bargains
In All Departments

GENERAL PRICE REDUCTION
IN REGULAR STOCKS

Early Selection Strongly Advised

THE SINCERE CO., LTD.

"THE HONGKONG EMPORIUM"



"Such Popularity Must be Deserved"
We brought DON back to you—the first time since the war.

Connoisseurs were not slow to demand a whisky of such excellence, the supreme favourite of pre-war days.

Now—you can obtain DON at all clubs and stores.

N. S. MOSES & Co., Ltd.
Agents.

"Do yourself a favour to-day—ask for DON!"

For your floor—furniture—and every domestic article requiring a stained and polished finish.

"Wilheyla"

Oil Varnish Stains

Oaks—Walnut
Mahogany—Satinwood
Rosewood—Ebony Black

Can be applied by anyone.
Always reliable, never sticky.
Non-poisonous and Durable.

AGENTS:—

S. C. LAY & CO.

Alexandra Building. Telephone C. 763.

Wilkinson, Heywood & Clark
SHANGHAI. HONGKONG.

THE NAVY'S CHOICE

Coates
ORIGINAL

PLYMOUTH GIN

OBTAINABLE.

EVERYWHERE.

EXTORTION BY TENANTS.

CASE AFFECTING OVER A
MILLION PEOPLE.

The extortionate practices of some statutory tenants under the Rent Restriction Act were commented upon by Lord Justice Scrutton in the Court of Appeal, in the case in which Mr. William Russell, a sub-tenant of Eve-road, Isleworth, claims that the landlord has no power to eject him. The statutory tenant, Mr. Jamieson, from whom Mr. Russell obtained his sub-tenancy, has been ejected for non-payment of rent.

The Appeal was heard by Lords Justices Scrutton and Sargant and Mr. Justice Eve.

Mr. Doughty, K.C., proceeding with his argument for Mr. Russell said that sub-letting had grown to an enormous volume of business. The County Court Judges and their unhappy registrars were occupied to the extent of from one quarter to one-third of their time in apportioning rents payable to statutory tenants. That was going on all over the country.

Lord Justice Scrutton—That is because the statutory tenant who was staying on against the will of his landlord promptly made as much profit as he could. Having denounced his landlord for extortion, he himself proceeded to make as much as he could.

Mr. Doughty—My sympathies go out to Mr. Jamieson, who was so shocked at the reduction of rent from his sub-tenant that he knocked the latter down. (Laughter.)

Subletting of Provisions.

Lord Justice Scrutton—There was a case in which the Court held that because a landlord had not actually gone into possession the house remained controlled though the tenant had gone out.

Mr. Doughty—There is likely to be a large number of cases on this point when tenants discover the subtleties of these provisions. Many landlords re-let houses after getting rid of statutory tenants without themselves going into physical possession.

Mr. Schultess Young, also for Mr. Russell, who followed, said that seventy-five per cent. of the people protected by the Rent Restriction Acts were sub-tenants. Between one and two million people would be affected by the decision.

Mr. Sidney Isaacs, for the respondent landlord, Mr. Roe, submitted that it would lead to unreasonable and absurd results if there were a right to sub-let such as was contended for. In these circumstances the landlord would have the burden of providing alternative accommodation for sub-tenants and their families. The tenant could get rid of all his obligations merely by sub-letting to someone who might be a mere nominee, and might even re-sub-let back to him when the immediate danger was over.

The Court reserved judgment.

MEDIUM'S LIBEL SUIT.

ACTION AGAINST NEWSPAPER
NOT PROSECUTED.

The action for libel brought by Mr. Frederick Tansley Munnings, of Surbiton, against the Daily Sketch and Sunday Herald, Limited, respecting an article of March, 1926, in which he had been described as a fraudulent spiritualistic medium, was in the King's Bench Division, before Mr. Justice Avory, dismissed with costs.

The case was in the special jury list, and Mr. Munnings did not prosecute the action.

Mr. Norman Birkett, K.C., on behalf of the defendants, said his clients had been ready to expose Mr. Munnings and to justify all that they had said about him. There was a letter which, it was stated, "finally dismissed his pretensions," signed by Sir Arthur Conan-Doyle, Dr. Abraham Wallace, Mr. H. Saunders, and Mr. H. Dennis Bradley, and printed in the organ "Light."

In this letter it was stated: "We know of cases where the psychic result has been beyond suspicion, and we know of others, notably one recently in a private family, where he has been exposed in obvious fraud with the tools of deception in his possession. A warning may prevent any such incidents in the future."

To bring an action for libel in these circumstances, said Mr. Birkett, was a piece of effrontery without parallel. The newspaper took it upon themselves to expose this medium. They gave particulars, and had been to infinite trouble and expense in order to verify every fact. "It may be that the newspaper rendered some service in exposing for the benefit of the public this fraudulent medium, and certainly for the benefit of the public," concluded Mr. Birkett, who asked for judgment for the defendants with costs.

Mr. Justice Avory: The defendants are entitled to judgment with costs.

SHARE-PUSHER WRITES A LETTER.

THE SILVER TONGUE
TARNISHED.

Despite the precautions of the Home Office a number of American share-pushers, or white-collar bandits as they are called in their own country, are again in London.

They are exercising extraordinary care in the hope of evading their activities and are endeavouring to make appointments with people before calling upon them.

This is proving their undoing. The making of appointments with people in distant parts of the country entails written communications, and the letters which some of these share-pushers are inditing are epistles of which the average London gutter-snipe would be ashamed. These bandits may be possessed of silver tongues and the ability to "hocus" unsuspecting people with the charm of their voices, but judging from a letter which has reached The Daily Mail they are actually men of the meanest intelligence.

The following is an exact copy of a letter from a man who signs himself "Wm. Rawlings Jun." to a reader of The Daily Mail in the Western Midlands.

The Letter.

It is addressed from a West End hotel and is written on the printed notepaper of the International Mines Co., Ltd., of Winnemucca, Nevada. It reads:

Dear Sir—
I had intended to leave for home as to-day, but have put off for a week or ten days as I have several appointments that has delayed my departure.

Now I should very much like to meet you and have a talk and then I could tell you the amount of money we have spent in the way of permanent improvement also the work we have done.

Will say their is no question as to making this big property a big and permanent shipper at an early date.

At this late day if you care to protect your interest I will arrange it even if you have not the money at this time and if you will listen to me you will make a lot of money. I will say the management expect to see this stock selling in the open market for at least a pound a share before this summer has passed.

But whether you are interested or not I should like to have a quiet talk with you if you kindly answer this will make arrangement to give you a little time.

Hoping you and yours are well with the best of success for this new year.

Yours very truly,

A Warning.
Inquiries in London elicit no information as to the International Mines Co., of Winnemucca. Our correspondent, who knows what "listen"ing to Mr. Rawlings jun. means—he was persuaded to invest £300 with him some years ago—very wisely took the precaution of "communicating with The Daily Mail before replying to this remarkable letter. Other of our readers who have received similar communications, or have been visited in person by share-pushers are invited to take the same course.

Everyone, however, should remember never to buy shares as a result of personal solicitation but only through their bankers or a member of a recognised Stock Exchange.

ADMIRALTY'S STAFF.

EXPERT VIEW OF COM-
MITTEE'S CRITICISM.

The Parliamentary Committee upon Estimates in the course of their yearly duty, have seen fit to make some drastic criticisms upon the numbers of personnel employed at the Admiralty Office.

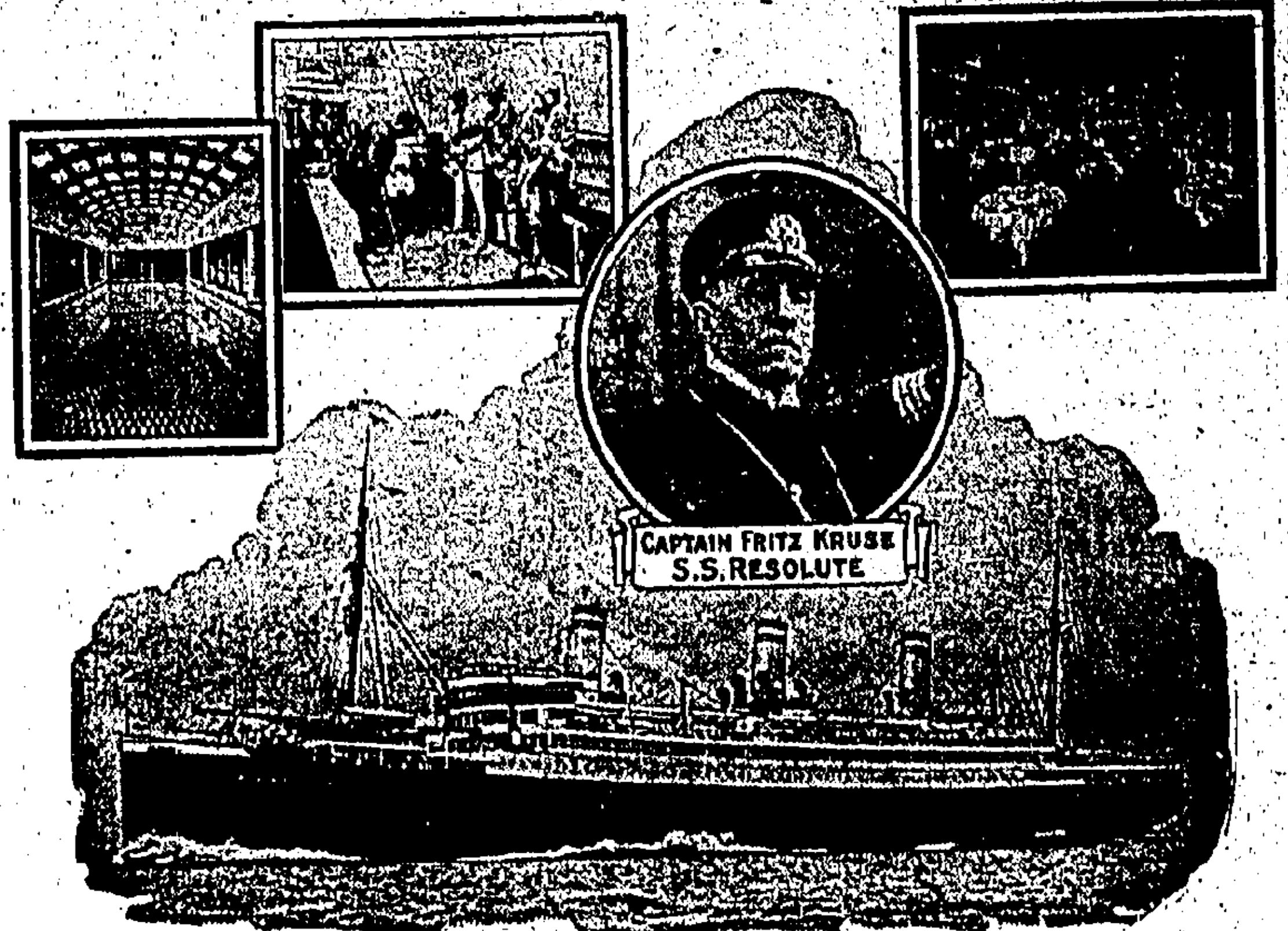
Regarding the civilian department, some of the criticisms are doubtless justified, though it must always be remembered that the whole organisation of the Admiralty is most intricate, and has to be kept always in readiness for instant and rapid expansion in the event of emergency.

It is, however, when the Committee attack the Naval Staff that they get rather beyond their competence as critics. They state that the Naval Staff is "unduly large and elaborate," but the sting of the attack is removed when it is learned that it has been made without the Committee having had the courtesy to hear the views of the First Sea Lord and Chief of the Naval Staff.

The formation and training of an efficient staff is an extremely technical matter and one which is within the competence of the Sea Lords alone to deal. War experience proved that a Naval Staff was necessary.

The Naval Staff has been reduced since the war by the action of the Sea Lords of the Admiralty themselves to just sufficient numbers to keep the complicated Naval machine well oiled and working smoothly. It is organised so as to be capable, if necessary, of expansion, and below its present limit it would be unsafe to go.

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A BERLIN LETTER.

TWO TERRIBLE EXPLOSIONS.

[By Gunther Gerlicke.]

Berlin, Jan. 28. The features commonly attributed to the "genuine Berliner" are not particularly flattering. He is not considered to have been cradled in modesty or swaddled in grace. His typical vocabulary bristles with coarse expressions of mockery and disrespect; though, in his favour, it must be said that these usually conceal beneath them a certain humorous amiability. Characteristic, above all, is the Berliner's obstinacy and his tendency to do just the opposite of what is wanted of him.

This last peculiarity came strongly to the fore on New Year's Eve. On most such occasions Berlin indulges in plenty of amusement from soon after sundown on the last day of the old year till pretty well daybreak on the first day of the new. As Berlin is anything but "dry," the fun mostly becomes somewhat uproarious and the police have ample work to perform. Now, this year, the Berlin President of Police astonished the millions entrusted to his tender care by issuing to his force instructions stating that only very serious disturbances were to be interfered with. True to his nature, the Berliner replied: "Then 'ce shan't 'ave none!" Indisputably, there was an amplitude of fun going on this New Year's Night; people were just as merry and high-spirited as on other occasions, but the merriment was kept within such proper bounds as to give one the impression that the Berliner can only overstep the limits of decorum if assisted by the police. Consequently, the arrests this New Year numbered scarcely more than half the total reached a twelve month ago. Did this really justify the confidence placed by the President in the orderliness of his Berliners or did he reckon with their spirit of contrariety?

Severe Explosion.

The New Year had scarcely commenced when dark shadows fell upon it. Two severe explosions occurred. One of them—caused probably by an escape of gas—destroyed a large tenement house in the heart of the city. The other, which shattered a villa in Dahlem, was due to a part of the building being clandestinely used as a laboratory for dangerous chemical experiments. Altogether 19 lives were lost; while the number of injured was very considerable. As catastrophes of this nature have become rare in our large modern cities, the shock felt by the inhabitants of Berlin on hearing the news of such terrible occurrences was very great, especially as one accident followed so close upon the heels of the other.

The turn of the year is a period in which people review the past. Looking back, we find that the Berliner is bettering his conduct; crime has decreased; the deposits made with the savings banks will, despite the economic difficulties, reach this month the figures of 200 million gold marks, which is clear proof that the demoralizing effects of the now almost forgotten inflation having disappeared—the people have become once again thrifty and saving. Moreover, we learn that Berlin is exerting, in greater degree than ever, its old power of attraction upon foreigners; they stress here from all parts of the world, no fewer than 100,000 Americans having visited the German metropolis during the year 1927.

Important Visitors.

The number of prominent foreigners visiting us is strikingly large. Among them last year, there were several scientists of international fame; one was the great Japanese professor of medicine, Mr. Hata; another well-known Japanese, whom we saw in our midst as exchange professor at the Berlin University—was the philosopher, Mr. Kanokogi. Again, there were the President of the American Red Cross Society, the aged leader of the Salvation Army, the mayors of New York and Manila, and a whole series of foreign statesmen of rank and captains of industry. One very interesting and novel visit was that paid us by the British and the Italian directors of air traffic, who, flying hither in planes piloted with their own hands, landed them on the Tempelhof Aerodrome which forms, as it were, the geographic centre of European air traffic. Of royalty, we saw the King of Sweden and the ex-Crown Prince of Corea, the latter of whom called Berlin one of the handsomest cities of the earth.

Friendly Relations.

There can be no doubt that, with the re-instatement of Germany in the comity of nations, Berlin is rapidly becoming once more a centre to which men and matters gravitate. Consequently, we may expect in the year just

BOOKMAKER'S SHOP.

BRIGHTLY LIT AND DECORATED WINDOW.

A bookmaker's shop, tastefully decorated and with windows brightly lit all night, has been opened in Knightsbridge, S.W.

Hitherto bookmakers in London have been noted for their reticence—a neat brass plate, as a rule, being the extent of the display at their business premises.

The advent of the Betting Act, however, has given the bookmaker a new status. It has made him less modest in announcing his activities. Many people must wonder how a bookmaker would arrange his shop-front. In the Knightsbridge shop the window is in harmony with those of the milliners and modistes in the thoroughfare.

A painting of a charming country scene—trees and green fields—forms the sides and back of his small window, and at the top there is a frieze of horses and greyhounds racing.

The window is furnished with three high boards giving the runners and prices for the Lincoln Handicap and the Grand National. There is a notice: "Facilities are given to all clients on our books to make investments on greyhound racing" and another reads, "We pay the whole of the betting tax."

commenced a continuance of visitors from abroad. One very eminent and welcome personage has already been here this month, namely Dr. Angel Gallardo, the popular Minister of Foreign Affairs in Argentina. The reception accorded to him was strong evidence not merely of our appreciation of the qualities of the visitors, but also of the friendly esteem cherished towards the country he represents. As a sort of prelude to his visit, came the munificent gift of a library of 80,000 volumes presented by Professor Quesadas to the Prussian Government and intended to form the nucleus of a Berlin South American Institute. A short time previously a similar gift was announced from Mexico: through a number of the Mexican Legation, President Calles purposes to send to the Mexican Library here a large number of books and a comprehensive collection of objects of industrial art.

With such welcome omens of the friendly relations existing between other countries and ourselves we have passed into a new and, let us hope, happy and prosperous year.



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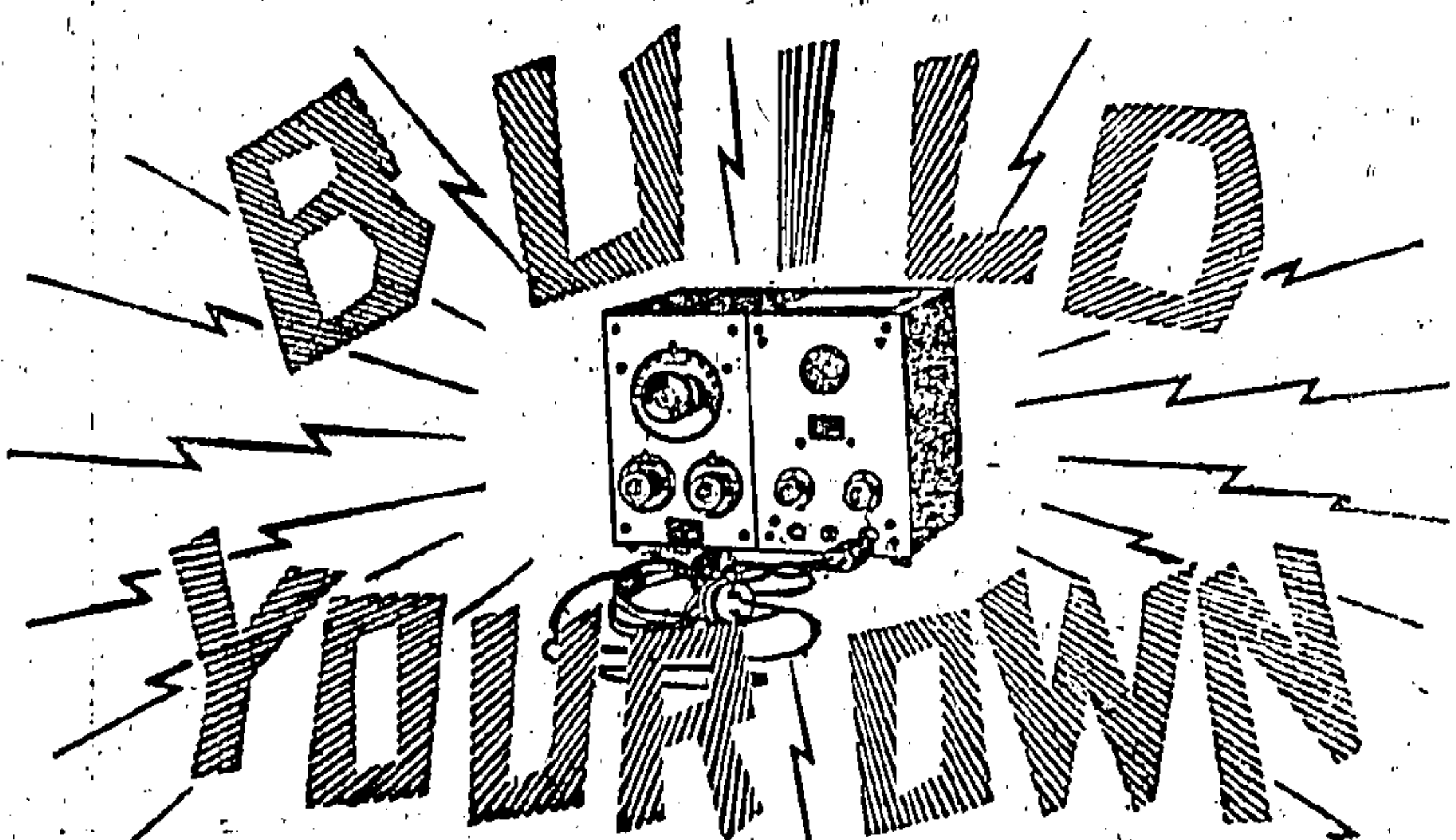
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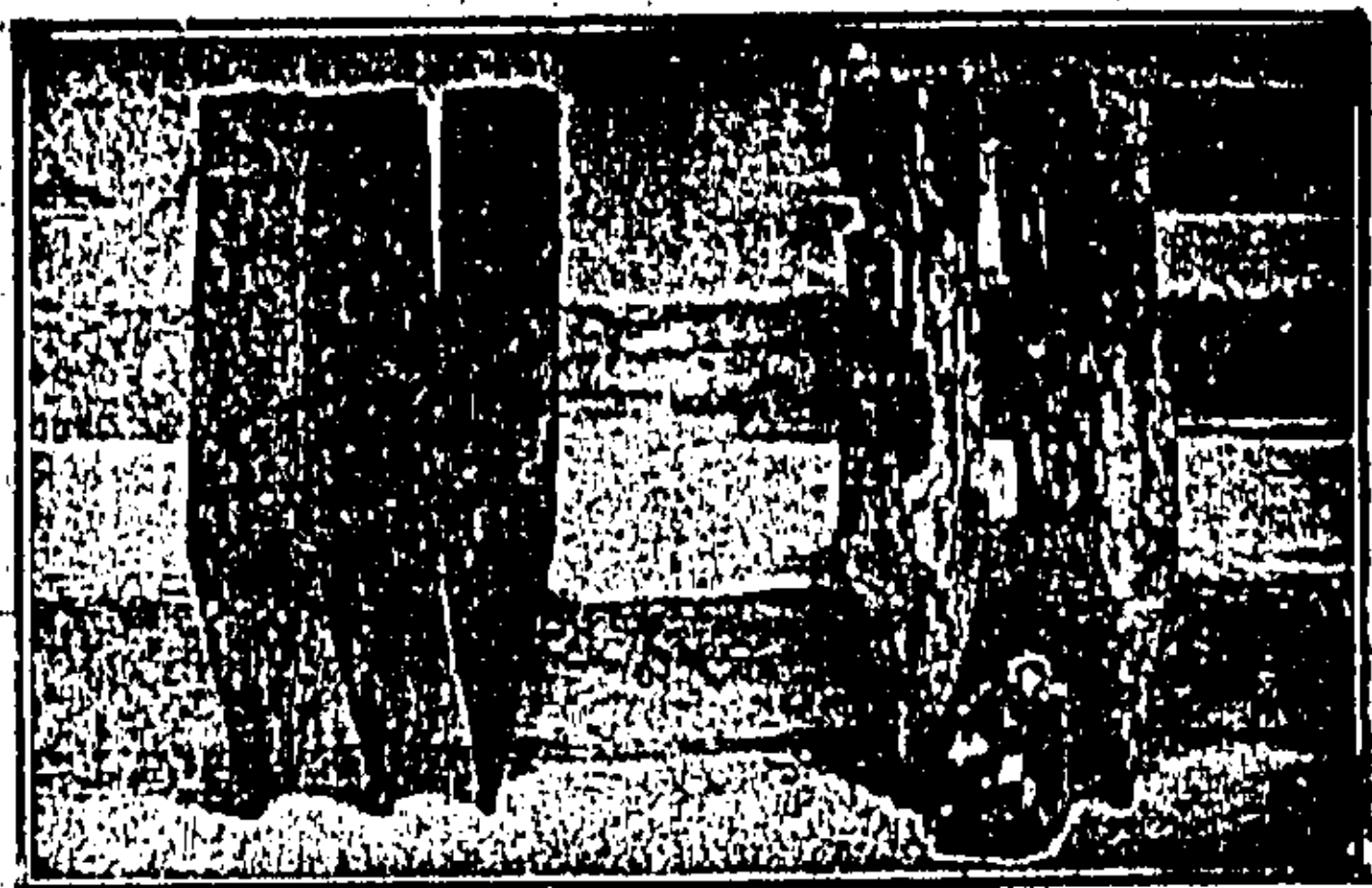
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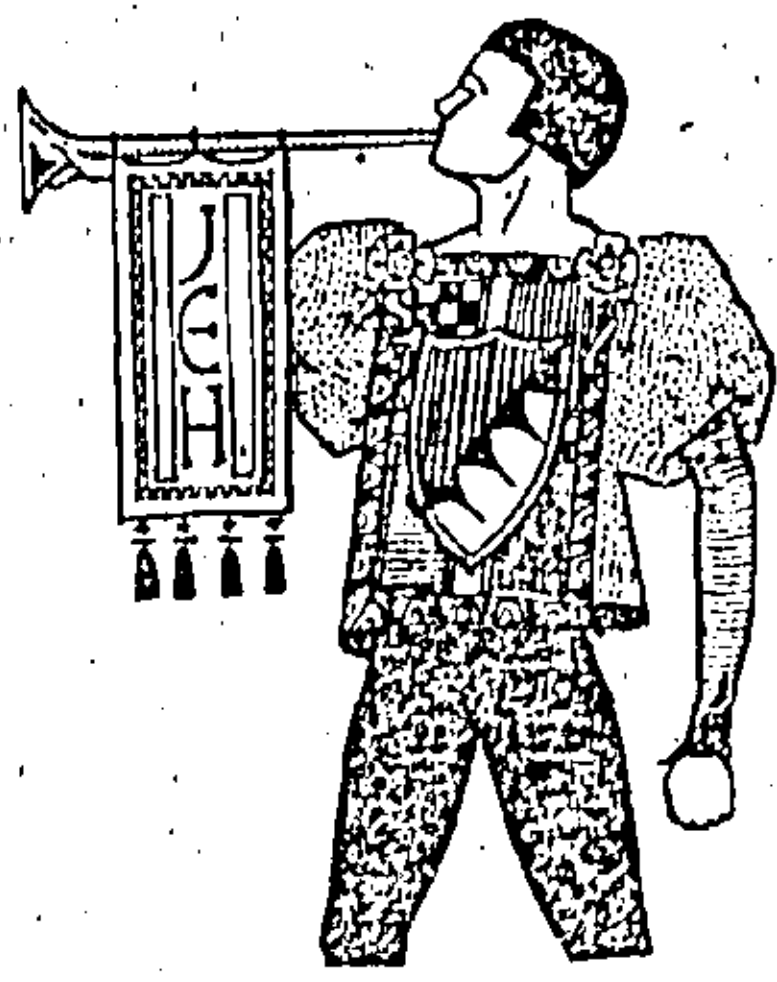
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BATTERY DINNER.

VOLUNTEER GATHERING AT HEADQUARTERS.

The annual dinner of the Battery H.K.V.D.C. was held at Volunteer Headquarters last night. Captain Martin, was in the chair, and was supported by a company of over 60. Lieut. Colonel Robinson, C.R.A. and Lieut. Colonel Bird, D.S.O., Commandant of the Volunteer Corps, were the chief guests.

After the King had been honoured, Captain Martin, in proposing the toast of the Royal Regiment of Artillery, made reference to the excellent understanding now existing between the gunners and the battery under his command which was of such happy augury for the future. He also made mention that he had recently applied to the C.G.A. for affiliation with the Royal Artillery in Hong-kong and hoped that official permission would shortly be forthcoming.

The toast of the guests was also proposed from the chair. At the outset Captain Martin, on behalf of all members of the Battery, bade all the guests a hearty welcome and thanked them for attending in such good numbers, thereby showing their interest in the Battery. He made special mention of the various Officers R. A. who had taken so much trouble over the training of the Battery, and expressed the hope that the results at Tai Lam Camp had pleased them all as much as they had pleased him.

Appeal for Recruits.

He also thanked Volunteer Headquarters for their co-operation, especially during the reorganisation of the Battery, and for finding a solution for keeping the second howitzer at Headquarters an absolute essential to the further training of the Battery.

Captain Martin expressed the pleasure it had given all members to realise that the change of name from the Artillery Co. to the Battery had received official sanction. The toast was drunk with considerable enthusiasm.

Lieut. Colonel Robinson, the C.R.A., who was received with loud applause, thanked the Battery for asking him as their guest that evening and for including among the other guests so many of his officers. He assured the Battery that they all took the liveliest interest in the efficiency of their unit, and they were all prepared to assist in whatever way they possibly could to gain that end. He made a very strong appeal for recruits. He said there was far too much delay among the younger men arriving in the Colony in joining up, and he expressed the hope that he would shortly be told that the numbers of the Battery were increasing.

A Live Unit.

Captain Martin had only recently told him of the Battery Slogan of "Two recruits to-day" which he thought was an excellent one, and he urged every Member to get busy now as the Battery should be able to man four guns by next camp. In closing he appealed to all members of the Battery, and all ex-gunners in the Colony, to join the Royal Artillery Association, and thus draw still closer the bonds of friendship already existing between the Royal Regiment and the Battery and all ex-gunners.

Lieut. Colonel Bird, Commandant of the Volunteer Corps, said he would like to associate himself with the other guests present in thanking the Battery for their hospitality that evening. He thought the Battery was a very live unit indeed and expressed his pleasure at the keenness shown which had such satisfactory results at Tai Lam camp. He asked everyone to turn up at parades so that the training, which was specialist training all the time, might be carried out smoothly and progressively, and hoped that Captain Martin's dream of a four gun Battery would soon be realised. He assured them all that he would be the first to offer them his congratulations.

A short musical programme followed to which certain of the guests contributed.

OUR DAILY TALK ON HEALTH.

USE LIVER IN TREATING ANEMIA.

OF SPECIAL VALUE.

Now that scientific evidence has been presented to show that liver is of especial value in the treatment of pernicious anemia and indeed of all forms of anemia, the dietitians are developing methods of cooking and preparing liver to permit the persons who require it to take it in large amounts daily without satiation of the appetite.

The poor man's beefsteak, as liver is sometimes called, is not always appetizing even under the best of circumstances.

The recipes here given have been used by competent dietitians to considerable advantage.

French Way.

1 pound of liver.
1 slice of bread grated—this means grated, not crumbled.
1 tablespoonful of chopped parsley
½ teaspoonful of salt.
¼ teaspoonful of pepper.
A very thin slice of ham.
Wash the liver well and cut into thin slices; put into casserole; sprinkle the bread crumbs over it, then the parsley, pepper and salt. Cut the ham into strips and lay it on top, then pour in one teacupful of cold water. Bake in oven for half an hour.

Another French recipe:
1 pound of calf's liver.
3 tablespoonfuls of grated bread crumbs.
4 large mushrooms, chopped.
1 medium-sized onion finely chopped.
2 sprigs of parsley finely chopped.

½ teaspoonful of salt and a pinch of pepper.
Cut the liver into slices half an inch thick, and sprinkle each slice with the mixture of bread crumbs, mushrooms and seasonings; put in a casserole, pour over it one-half pint of cold water or good soup stock, and bake in a slow oven for three-quarters of an hour.

Liver Molds.

This is an English recipe:
Take one pound of liver, boil it and grate it with three strips of bacon. Mix it with about one-fourth of the amount of bread crumbs, the yolks of two eggs and seasoning to taste. Steam in buttered molds.

£16: A WORD!

520 PAGE BOOK FOR REPORT OF 55 WORDS.

There came in the Daily Mail office recently a book of 520 pages, nicely printed on glossy white paper, with blue covers, entitled: "Report from the Joint Select Committee on the Ouse Drainage Bill." The book weighs 1lb. 9oz., and costs 17s. 6d.

Examination of the volume says the journals reveals the fact that the actual report of the Committee, even with a big heading, occupies less than half a page. It says:

That the Committee have met and considered the said Bill and have heard Counsel and examined witnesses and have come to the conclusion that it is not expedient to proceed with the Bill. The Committee have directed the Minutes of Evidence (with the Proceedings of the Committee) to be laid before both Houses of Parliament.

Almost the whole volume is occupied by a verbatim report of the evidence given before the Committee. The preface shows that the cost of preparing the shorthand minutes for the publishers was £199 16s. 7d., while the cost of printing and publishing the volume, as estimated by the Stationery Office, at whose works it was printed, at £711 12s. 6d.

The 55 words of the report itself have cost more than £16 apiece!

AN ENDUARNCE TEST

CHESTS OF ROPE IN SEA FOR A YEAR.

Two oak chests were fastened to the end of Southend Pier, more than a mile out to sea, as part of an experiment that may result in bringing trade worth £2,000,000 a year to the British Empire.

They have helped to establish almost beyond doubt that certain strong rope, which has hitherto been imported, can be made in the Empire.

In the chests, which were perforated to let in the water at high tide, were hundreds of yards of sisal hemp and Manila hemp. For a year, their strength and durability when exposed to sea water has been tested.

Experts on the Committee appointed by the Imperial Institute have now found that the best British sisal rope stands the action of sea water as well as or better than the Manila rope which comes from American dependencies. Once the prejudice against sisal rope is broken down, it is stated, there should be a growing industry giving more and more employment, particularly in Tanganyika and Kenya colony, where sisal is grown.

To make certain that the results are accurate, a second experiment is to be made, five large trunks being fixed to the pier end. The committee, in its report, states that Manila rope does not increase in girth so much as the sisal rope, when immersed in water, and in this respect Manila hemp is superior to sisal.

SAMOA UNREST.

ILLEGAL POLICE ARRESTED.

Wellington, Feb. 24.

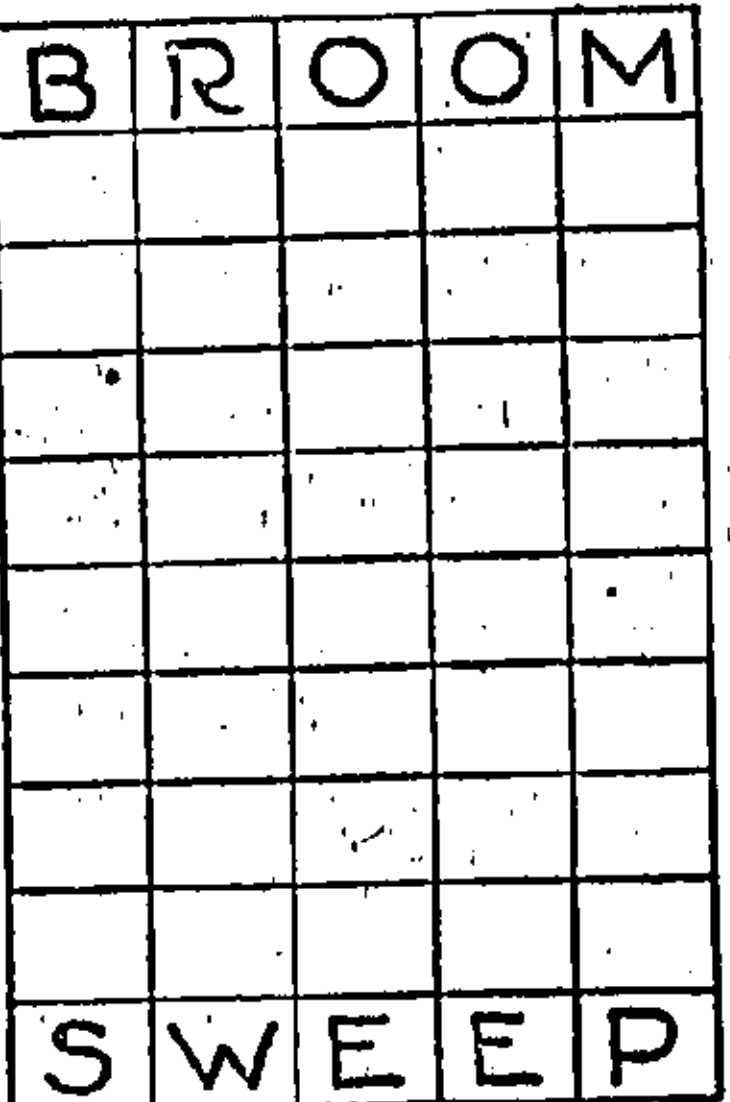
A report from Apia states that 250 members of an illegal police force organised at Mau have been arrested by white and Samoan police, protected by an armed naval force from the cruisers Duncan and Diomedee.—Reuter.

LETTER GOLF.

A new broom sweeps well, but raises an awful cloud of dust if you don't dampen the floor before



brushing it. Nine strokes are needed to go from BROOM to SWEEP, according to par.



1—The idea of letter golf is to change one word to another and to it in par, a given number of strokes. Thus, in change COW to HEN, in three strokes, COW, HOW, HEN, HEN.

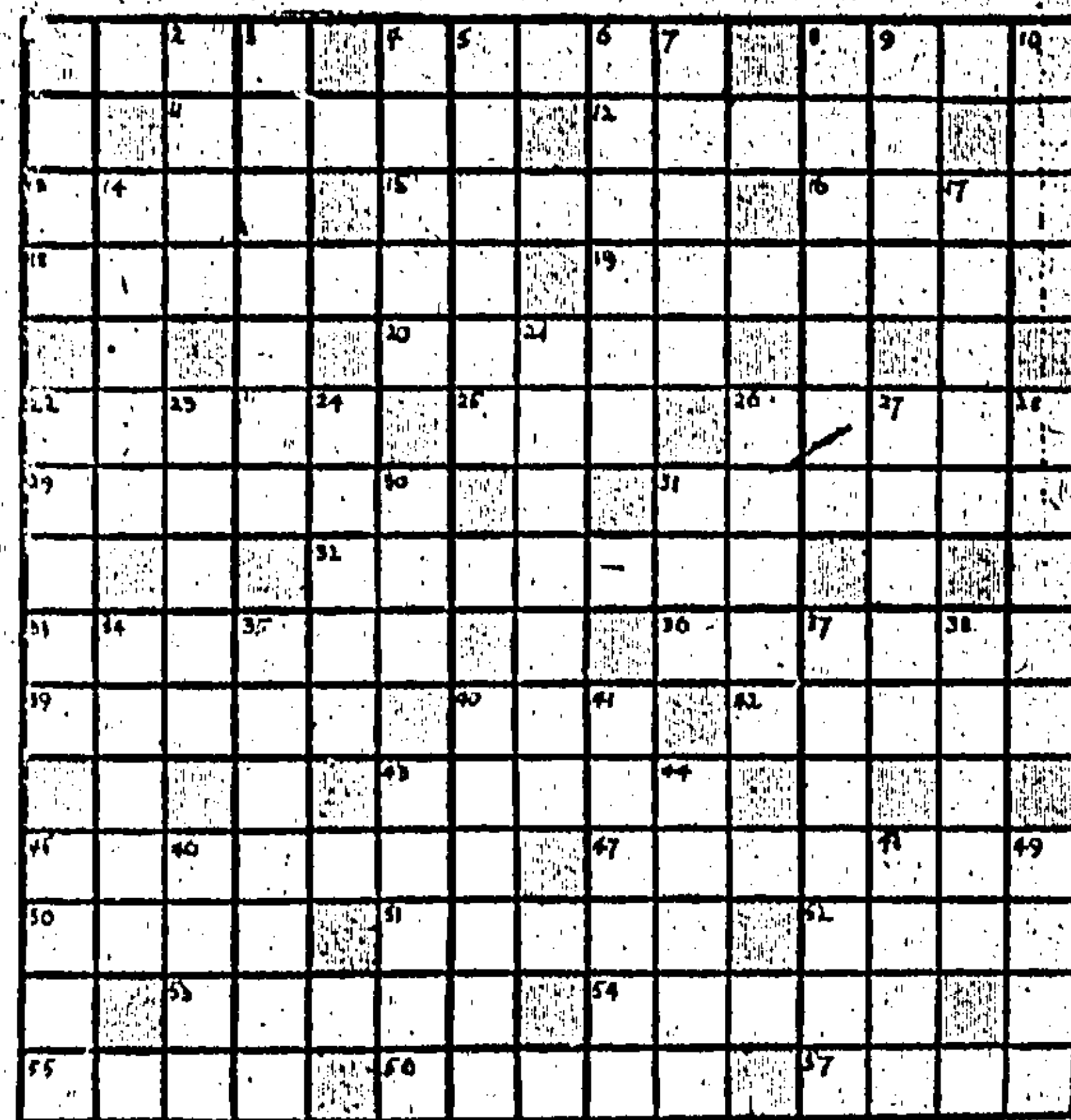
2—You can change only one letter at a time.

3—You must have a complete word, of common usage, for each jump. Slang words and abbreviations don't count.

4—The order of letters cannot be changed.

One solution is printed on another page of this issue.

OUR CROSSWORD PUZZLE.



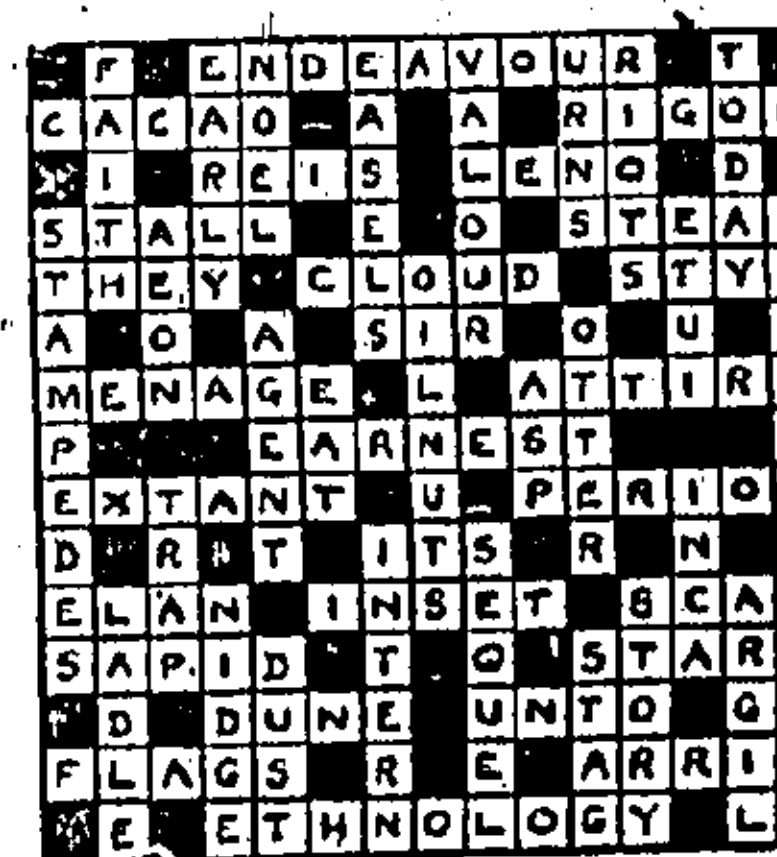
Across.

- 1 Substance of a matter.
- 4 Ventured.
- 8 Stay.
- 11 Made of oak.
- 12 Valuable timber tree.
- 13 Rebuke.
- 15 Smallest liquid measure.
- 16 Inner bark of exogenous trees.
- 18 Kidney-bean.
- 19 Inhabitants of Greenland.
- 20 Large fishing net.
- 22 Cried as a cat.
- 25 Stupid person.
- 26 Danger.
- 29 Prepared for publication.
- 31 Apart from.
- 32 Extreme.
- 33 Term for linen cloths.
- 36 Acquire.
- 39 Fretful.
- 43 Containing water.
- 42 Old sailors.
- 43 Fermented drink prepared from apples.
- 45 Adorned with a tina.
- 47 Name among theologians for Asiatic chiefs.
- 50 Heron.
- 51 Jumped.
- 52 Grate.
- 53 Horny growths.
- 54 Turns on a fulcrum.
- 55 Toll.
- 56 Horse.
- 57 Grief.

Down.

- 1 Emit copiously.
- 2 Austere.
- 3 Kind of taffety.
- 4 The populace.
- 5 Joins.
- 6 Skiff.
- 7 Sieve.
- 8 Plants.
- 9 Rail of a tramway.
- 10 Cavities in the earth.
- 14 Bare.
- 17 Firm.
- 21 Affected with iodine.
- 22 Intended.
- 23 Bunches of fibrous matter.
- 24 Irish county.
- 26 Raw hides.
- 27 Competitor.
- 28 Inclines.
- 30 Part of a week.
- 31 Cry of a sheep.
- 32 Brood of hawks.
- 35 Everlasting.
- 37 Stout satin-striped silk.
- 38 Paragraphs.
- 40 Broadest.
- 41 Church.
- 43 Little rooms.
- 44 Taxed.
- 45 Pronoun.
- 46 Indian buffalo.
- 48 Vetch.
- 49 Structure at East End of church.

Yesterday's Solution.



DRESSES, SUITS, COATS and HATS

All Cleaned By

THE INTERNATIONAL DRY-CLEANING & DYEING CO.

19, Wyndham Street, Hongkong. 36, Nathan Road, Kowloon.

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CEYLON TEA

Cheapest and Best

From all leading Compradores.

PRICE \$1.00 PER LB.

Be Guided by the Quality—Not the Price.

VAPO-HALINE

Gives instant relief to a cold in the head, influenza, etc.

Directions:—Sprinkle a few drops on a handkerchief or in hot water and inhale frequently.

Ask for it at—

THE COLONIAL DISPENSARY

14, Queen's Road, C.

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FRECKLES AND HIS FRIENDS



His Wish



By Blosser



BURNETT'S Famous LONDON DRY GIN

Gives that Distinctive
Excellence to a
Cocktail.

Makes a perfect Gin Sling

SOLE AGENTS:

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all classes of records,
including two new
issues of Musical Mas-
terpieces.

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S. Moutrie & Co., Ltd.

(Victor Distributors)
HONGKONG.

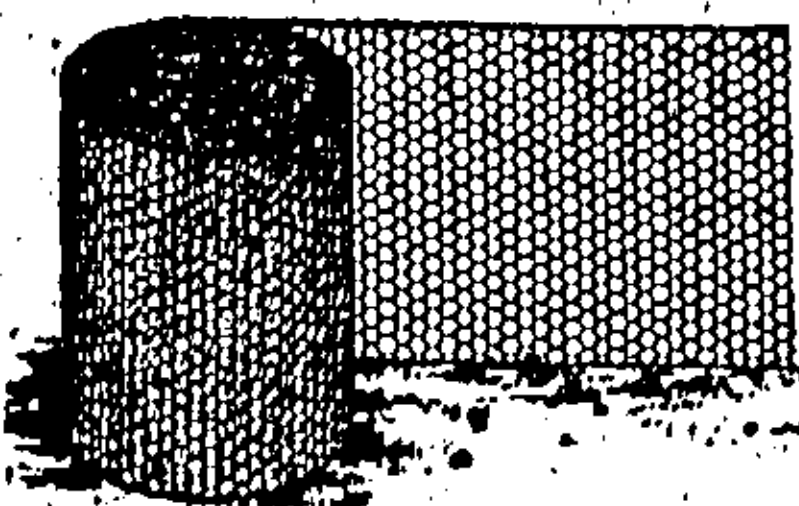
GARDEN TOOLS

OF SHEFFIELD STEEL.

LIGHT SETS
for Ladies' use
\$14.50

SYRINGES \$4.00
RAKES \$1.00, \$1.25
HOES \$1.50, \$2.50
TROWELS \$1.00
SECATUERS \$6.50
SPADES \$4.00, \$5.00

DIGGING FORKS
\$4.50

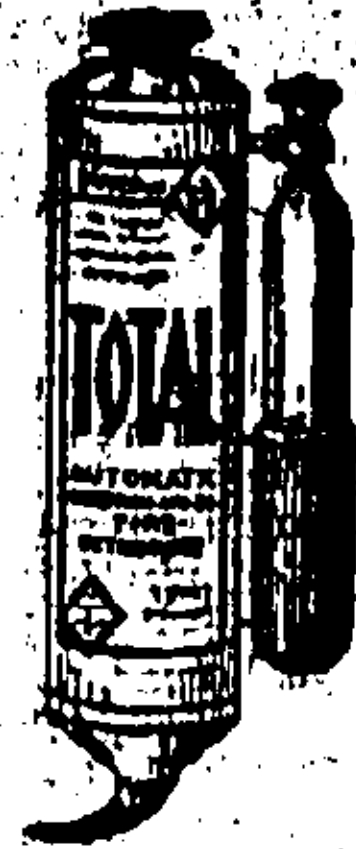


Galvanised
Wire Netting.

All Sizes up
To 6' x 14' in Stock.
(BRITISH MADE)

Lane, Crawford, Ltd.

Hardware Department, Ground Floor.



TOTAL

DRY FIRE
EXTINGUISHER
NO PERIODIC REFILLING

NON-CONDUCTOR
OF ELECTRICITY

TYPES FOR MOTOR CARS,
INDUSTRIAL AND ALL
ESTABLISHMENTS.

RELIABLE and EFFICIENT

KELLER, KERN Co., Ltd.
16/19 CONNAUGHT ROAD, C.

MARRIAGE.

McINTOSH-ROSS.—On January 21st, 1928, at St. Andrew's Church, Upper Norwood, London, by the Rev. H. Martin, M.A., James Stuart McIntosh, son of the late Henry McIntosh, Edinburgh and Mrs. McIntosh, Kowloon Dock, Hongkong, to Betsy Ross, only daughter of the late William and Mary Ross, Macduff, Banffshire, Scotland.

The Hongkong Telegraph.

SATURDAY, FEB. 25, 1928

THE CANTON VISIT.

As is usual when a Minister moves from the capital of the country to which he is accredited, there has been a deal of rather foolish talk concerning the visits which Sir Miles Lampson has been making to various Chinese coast ports, and particularly in regard to his presence in Canton at the moment. It is true that Sir Miles comes South at a time when the political situation is distinctly intriguing, but we do not imagine that he has made the trip to Canton for any other reason than that which has actuated him in visiting other Chinese centres during his present tour. When he became Minister to China, he declared his intention of making himself acquainted with local conditions in the country by means of personal contact with *de facto* authorities, and it is in accordance with that resolve that the present tour has been made. This departure from established custom could have been made at no better time than the present, when so many complex issues have arisen in the political life of the country. It naturally follows, we presume, that in visiting the headquarters of the various regional authorities, Sir Miles Lampson would take the opportunity of discussing with Chinese officials particular problems in which they and Britain have a joint interest, and, if this be the case it is so much to the good. But we cannot bring ourselves to think that Canton has been especially included in the Minister's itinerary for the specific purpose of taking up any vital question. There are, of course, several subjects which suggest themselves as likely to provide material for an exchange of views, and we hope that occasion has been or will be taken to explore these from all angles.

But if there is no special significance about Sir Miles Lampson's visit to Canton, it is a happy circumstance be-

cause it synchronises with the dawn of what we all hope will be an era of renewed friendship and amity between the Governments and peoples of the Southern capital and Hongkong. The warmth of the welcome already extended serves to encourage the belief that whatever other result it may have, the call which Sir Miles is making at Canton will strengthen the growing Anglo-Chinese rapprochement. We believe it is becoming increasingly apparent to the Chinese that Britain is actuated by real sincerity and friendship in her relations with China, and the apparent subscription to that view by the present Canton Government is a most reassuring element in the local situation. We have often said, and it is worth repeating, that Hongkong is not concerned with the political complexion of Canton's politicians. Here in this Colony, we are prepared to be friendly with any party or Government which is friendly-disposed towards us. All that we ask, in common with Britishers throughout the East, is that we be permitted to carry on our lawful trading pursuits without interference or obstruction. In the past, unhappily, extremists in Canton attempted to deprive us of those rights, with the result that Chinese and foreign interests alike have suffered. We are glad to note, however, a better and more co-operative spirit being shown by the present Administration, and it should be the task of statesmanship both here and in Canton to foster the growth of that feeling, the operation of which can prove of immense benefit both to us and to them.

Mr. Hoover's Dilemma.

That ardent American, Senator Borah, in another of his periodical but very thorough enthusiasms, has thrown a bombshell into the United States political arena, and, incidentally, has put the Republican machinery a little out of gear. Mr. Hoover is not walking quite so steadily as he was, in spite of, or rather because of, Prohibition. Senator Borah is a vigorous advocate, and a staunch and influential Republican, but we imagine the little man from Idaho would be greeted with a very cold glance from the Secretary of Commerce at the moment. The little bombshell just released has disturbed that ponderous creature, Prohibition, which both Republicans and Democrats would have been content to let lie sleeping during the coming campaign. Neither party can correctly gauge the feeling of the country, "Wet" or "Dry," and equally as far as we are able to judge, Mr. Hoover was unable to decide exactly what Senator Borah, presumably his active supporter in the presidential campaign, required in answer to his questionnaire, particularly in regard to Prohibition. Mr. Hoover has decided to throw himself wholeheartedly into the cause of the Volstead Law, and describes it as a great social and economic experiment, noble in its motive and far-reaching in its purpose. Prohibition is the cause of much disgruntled comment among the American electors, and the Republicans now fear that Mr. Hoover's open declaration, made for the first time, will alienate a large following of "Wet" Republicans. It may lead to increased opposition to Mr. Hoover as the Republican nominee for the Presidency, although until this announcement he was regarded as a favourite. There is already talk of the construction of another plank in the Democratic "platform," State Option for light wines and beer, and this is likely to prove a very popular counter-attraction to Total Prohibition, a fact rendered not less important in its advocacy by Mr. A. Smith, the Governor of New York State, who has captured the public imagination as the Democrat candidate for nomination. Mr. Hoover described Prohibition as a far-reaching experiment, and his own experiment in direct action may prove equally far-reaching.

The *Lingnan Science Journal*, which is the new name of the former *Lingnam Agricultural Review*, commences a new volume with its current issue, which comprises Nos. 1 and 2 of Volume 5. The entire issue is devoted to an enumeration of Hainan plants, by Professor E. D. Merrill, of the University of California, and is therefore principally of interest to the botanist.

DAY BY DAY.

IT HAS ALWAYS APPEARED TO ME THAT GOOD MANNERS ARE ALMOST AS VALUABLE AN ASSET IN COMMERCIAL AS IN DIPLOMATIC AFFAIRS.—Lord Cromer.

The B. I. s.s. Takliwa, from Singapore, is due here on the 29th instant.

Naval wireless messages received from Yangtze ports to-day show that conditions remain unchanged.

Sir Peter Grinn, Judge of H.B.M.'s Court in Shanghai, arrived here by the P. and O. s.s. Nollara yesterday.

The 39th ordinary general meeting of the Hongkong Electric Co., Ltd., is advertised to be held on Friday, March 16th, at noon.

There has been added to the list of medical practitioners the name of Dr. Hain Shih-tse, Bachelor of Medicine and Bachelor of Surgery of Hongkong.

The forthcoming wedding is announced of Mr. Henry William George Babbidge, residing at No. 10, Club Chambers, Talkeo Dock, to Miss Gertrude Charlotte Fullbrook, of No. 5, Leighton Hill Road, Happy Valley.

Observatory returns for January show that the average mean temperature was 61.6, the highest being 77 and the lowest 46. There were 93.7 hours of sunshine and 1.88-inch of rain. The average humidity was 82.

A further batch of 75 greyhounds for Shanghai was despatched from London by the P. and O. s.s. Nagpore, which is due in Hongkong on March 11th. They are from the Canewdon Kennels, near Epsford, Essex.

Cabled advices from Home are to the effect that Mr. Phillip Tobias, father of the founder and proprietor of Messrs. Lazarus and Company has passed away at his residence in Maiden Vale, London, at the advanced age of 80 years.

Letters of administration in respect of the estate of Mak Kam-fung (widow) formerly of Kowloon, who died at Venh Lo Village, Annam, on June 27th, 1926, have been granted to Chun Ki-shun, one of her sons. Deceased left local estate to the value of \$5,100.

Since taking up his office as acting Commissioner of Reconstruction in Canton, Mr. Wu Te-chien is said to have concentrated much on the road problem in the city. Mr. Wu recently instructed the head of the Road Construction Department in his Bureau to accelerate the completion of roads now under construction. He has also engaged experts to draw up plans for more new roads.

Resealing of probate of the will of Mr. Charles William Ure, formerly of Turnville Court, Henley-on-Thames, and of Shanghai, who died in the General Hospital, Shanghai, on May 7th, 1923, has been granted to Mr. D. J. Lewis, the lawful attorney of Mrs. Vida Catherine Ure (widow) of 23, Park Crescent, Portland Place and Samuel Neville Foster (journalist) of 134, Wigmore Street. The deceased left local property valued at \$16,500, his English estate being \$15,168 7s. 11d.

The health bulletin of Eastern Ports for the week ended Saturday last, issued by the Principal Civil Medical Officer, gives the following cases, the figures in parentheses indicating deaths: Plague, Alexandria 1 (1), Suez 3, Aden 63 (50), Bassett 1 (1), Rangoon 12 (1), Colombo 3 (1), Singapore 1 (1), Bangkok 1 (1); Cholera, Calcutta (36), Negapatam (2), Rangoon (8), Bangkok 8 (12), Saigon 1 (1); Small-pox, Perim 1, Bassett 29 (5), Calcutta 9 (5), Madras 5 (3), Moultain 22 (11), Negapatam 1, Rangoon 68 (22), Pondicherry 6 (6), Colombo 2, Singapore 1, Belawan Deli 7, Adelaide 1, Shanghai 5, Moukden 18, Dairen 1.

EXCHANGE RATES.

	London, Feb. 24
Paris	124
New York	487 23/32
Brussels	35 03
Geneva	25 32
Amsterdam	12 12
Milan	92 05
Berlin	20 43
Stockholm	18 17
Copenhagen	18 20
Oso	18 22
Vienna	34 65
Travre	16 34
Helsingfors	10 34
Madrid	23 77 1/2
Athens	308 3
Lisbon	2 5 10
Bucharest	7 05
Rio	5 29 3/32
Buenos Aires	47 20 3/32
Bombay	175 16 1/16
Shanghai	2 0 1/4
Hongkong	111 1/2
Yokohama	111 1/2
Silver (spot)	23 8 1/16
Silver (forward)	20 1/4

—British Wireless.

THE FOUNDING OF AUSTRALIA.

A Peep Back Into History.

One hundred and forty years ago, on January 26th, Captain Arthur Phillip entered Port Jackson in the Supply, in advance of his transports in Botany Bay, and on the following day, the transports having joined him, the first fleet disembarked in Sydney Cove, the British flag was unfurled, and toasts were drunk to the health of the new colony. Every Australian schoolchild knows the story of their country's first settlement. "The different coves (in Port Jackson) were examined with all possible expedition," wrote Phillip in his first despatch to Lord Sydney, Home Secretary in London. "I fixed on the one that had the best spring of water, and in which ships can anchor so close to the shore that at a very small expense quays may be made at which the largest ships may unload. This cove, which I honoured with the name of Sydney, is about a quarter of a mile across at the entrance, and half a mile in length."

As the years move on, and the present great city grows bigger and bigger, and the details of its early history become steadily of wider veneration in the hearts of the Australian people, these simple words describing the origin of the first settlement acquire an ever-richer interest and value. Phillip's Judge-Advocate, Collins, had no contemporary reputation as a poet, but surely in our ears to-day there is poetry in the simple, sensitive English of his well-known report: "The spot chosen for this purpose was at the head of the cove, near a run of fresh water, which stole silently through the very thick wood, the stillness of which had then for the first time since the Creation been interrupted by the rude sound of the labourer's axe and the downfall of its ancient inhabitants—a stillness and tranquillity which, from that day, were to give place to the voice of labour, the confusion of camps and towns, and the busy hum of its new possessors."

The first romantic enthusiasm soon faded in the reaction of inevitable troubles in the infant colony, and that also is a well-known story. But with all their troubles still before them that first day was one of relief and jubilation for the first settlers of Australia; and there was an hour, a moment at least, when every soul in that first fleet, commander-in-chief or convict, forgot all else but safe deliverance from the long sea journey in the grateful prospect of a green and virgin land. Imagination lingers over the sense of high adventure in each man, woman, and child as they first trod Australian earth. Fourteen hundred and eighty-two souls had been at sea for over eight months, in eleven small ships, of which the largest, the flagship Sirius, was of smaller tonnage than a modern Manly ferry steamer. Most of

those on board were unaccustomed to sea-life, unhealthily in the confined shipboard space of those days, and the restricted variety and quality of shipboard food. The fleet had to carry food and water not only for the voyage, but also for the early weeks ashore in the new land, of whose hospitality in nature or at the hands of the savage inhabitants nothing was assured. The ships' decks were crowded with pens containing sheep, pigs, goats, dogs, and domestic fowls. At the Cape of Good Hope the fleet picked up the first seed-wheat for Australia, and the first sheep, cattle, and horses of the modern Australian flocks and herds.

The voyage out was along no allured Empire route. If lay through foreign ports by way of the Portuguese in Brazil and the Dutch in South Africa. The salute of the flag by the first settlers on January 26th, 1788, in Sydney Cove, as the first act after the landing, was no empty honour. It had brought them safely across a world of seas wherein England's rivals in colonising adventure were quick to acknowledge honest friendship towards that flag, or at least respect.

Drawing near Australia over the Southern Ocean, Phillip, having transferred to the Supply, sailed with three of his fastest consortships ahead of the remainder of his fleet. He reached Botany Bay on January 18, forty hours before the slower ships, and went ashore on the north side. After four days' reconnaissance he decided that the low shore was unsuitable for the planned settlement, and on January 22 set off on a boat expedition into Port Jackson. Here he made the examination which was reported in the despatch already quoted, and, having selected Sydney Cove, returned to Botany Bay on January 24. On the very eve of what is now celebrated as Foundation Day a dramatic incident occurred which makes it particularly fitting that on this anniversary of those days Sydney should have been showing hospitality to three famous young Frenchmen whom it has already taken to its heart. Phillip's return to Botany Bay coincided with the arrival of La Perouse's two ships, the Boussole and the Astrolabe, around Solander Point. In the world of that day communications other than the most casual carriage of letters did not exist; but away up at the top of the Pacific in Kamshanka, in the course of adventurous voyage of his own La Perouse had heard, as he told Phillip's officers, that the English intended to found a settlement in New Holland, and he expected to find a town already there. It was the friendliest meeting, for La Perouse was a warm admirer of Cook and his work. Phillip's officers were the last white men to see La Perouse and his crews alive. They sailed from Botany Bay in March, and were lost for ever on some reef in the Pacific.

KOWLOON TIME-BALL.

TOWER TO BE RAISED
TWENTY FEET.

The height of the time-ball tower on Blackhead Point at Kowloon is to be increased by approximately twenty feet, no doubt in order that it may be rendered visible to ships moored in the western part of the harbour, the view having been obstructed since the completion of the structure of the Peninsula Hotel.

Tenders are now being invited for building work in connexion with the raising of the tower, these having to reach the Colonial Secretary's Office not later than March 12th.

PEOMS THAT LIVE.

O soft embalmer of the still midnight!
Shuffling with careful fingers and benign,
Our gloom-plenssed eyes, embowered
from the light,
Enshaded in forgetfulness divine;
O soothest Sleep! if it please thee,
close,
In midst of this thine hymn, my
willing eyes,
Or wait the amen, ere thy poppy
throws
Around my bed its lulling
charities;
Then save me, or the passed day
will shine
Upon my pillow, breeding many
woes;
Save me from curious conscience,
that still lords
Its strength, for darkness burrow-
ing like a mole;
Turn the key softly in the oiled
wards,
And seal the hushed casket of my
soul.

—John Keats.

ROUND THE WORLD.

AMERICAN PARTY DUE
HERE SOON.

Under the direction of the D. F. Robertson Travel Bureau, Los Angeles, a party of fifty-five Angelenos will arrive in Hongkong March 10th on the s.s. President Polk, en route around the world. The party sailed from Los Angeles to Honolulu, Japan, China, and will visit the Philippines, Ceylon, Malay States, Egypt, Palestine, Turkey, Syria, Greece, and on arrival at Naples will proceed by automobile through Europe visiting all points of interest.

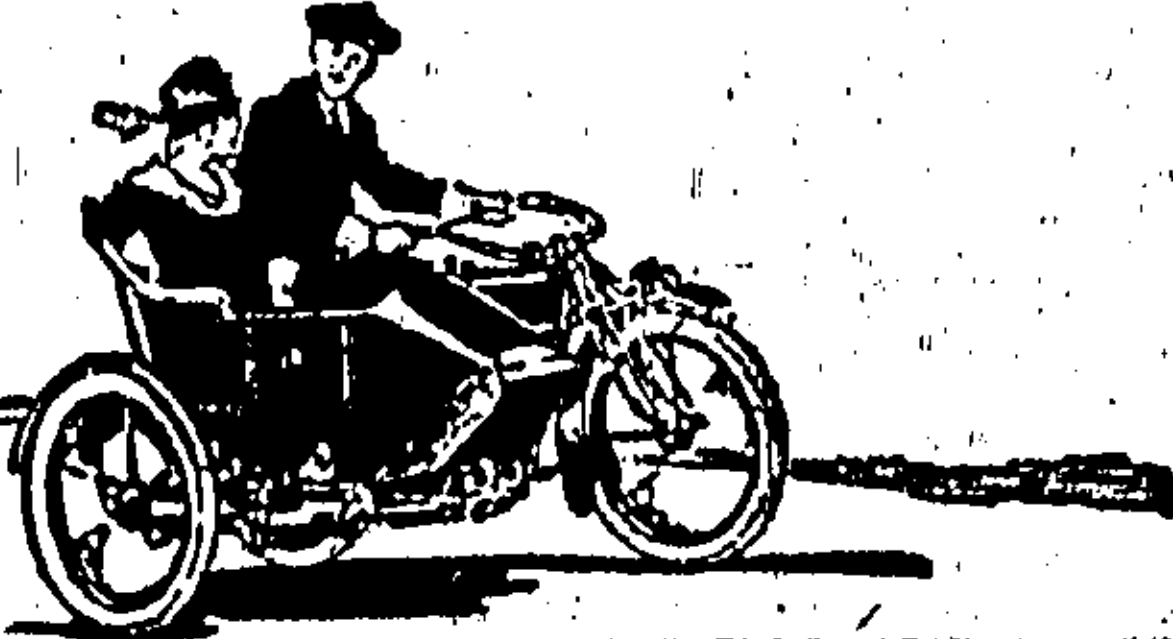
The Dollar Line round-the-world steamer President Hayes arrived here this morning. She will continue her voyage round the world at 8 a.m. on Sunday, making the following ports of call on route—Manila, Singapore, Penang, Colombo, Suez, Port Said, Alexandria, Naples, Genoa, Marseilles, New York, Boston, Havana, Cristobal, Balboa, Port of Los Angeles, San Francisco, Honolulu, Kobe, Shanghai and Hongkong.

The Dollar Steamship Line steamer President Taft will arrive from Manila on Monday, Feb. 27th, at 8 a.m. She will sail for San Francisco and Los Angeles via Shanghai, Kobe, Yokohama and Honolulu on Tuesday, February 28th, at noon.

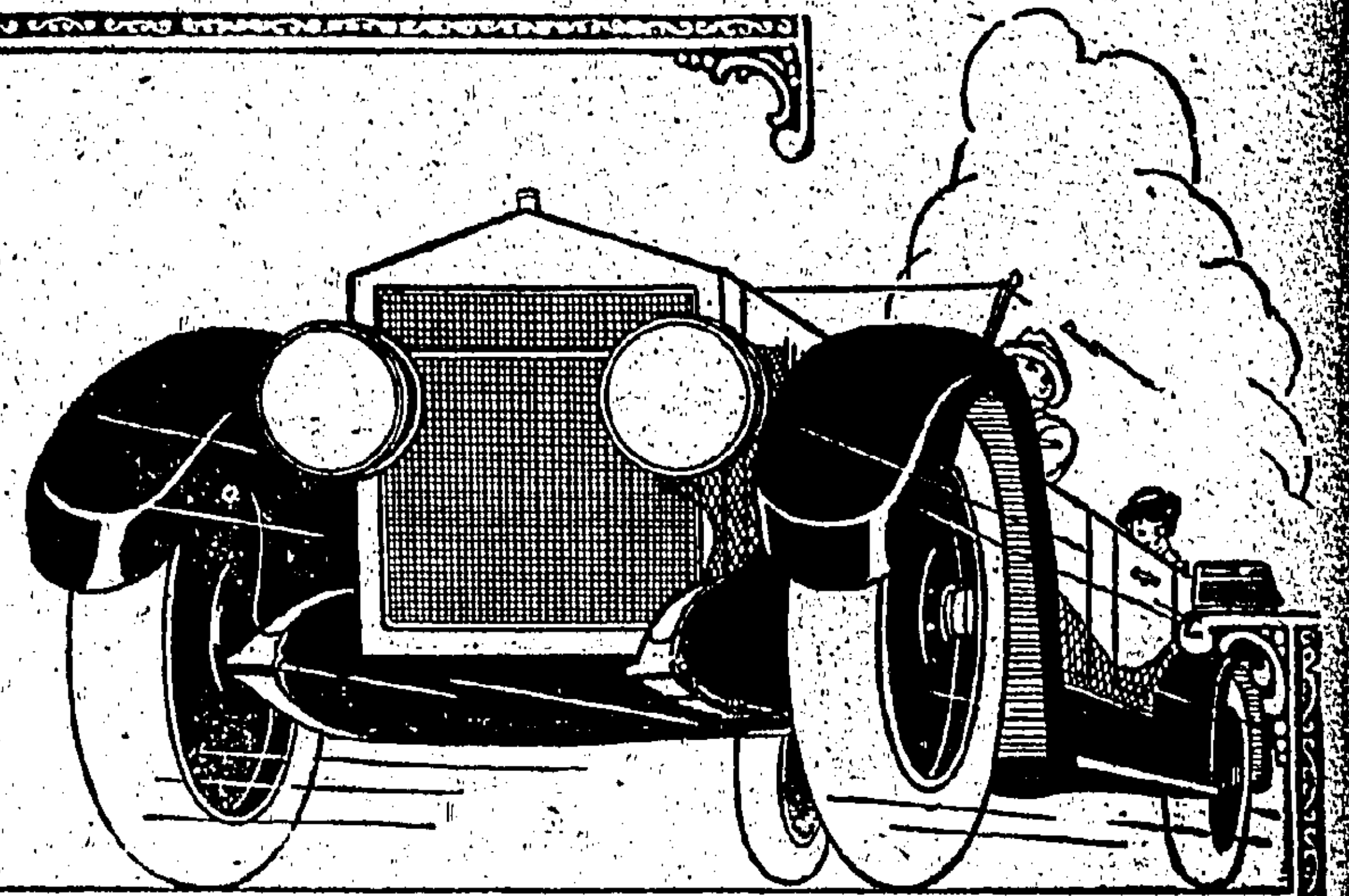
The American Mail Liner President McKinley is due to arrive from Los Angeles and San Francisco via Honolulu, Yokohama, Kobe and Shanghai on Monday, February 27th. She will sail for Manila on Tuesday, February 28th at 6 p.m.

Thieves who entered the Above Bar Congregational Church at Southampton during the night made off with the pulpit clock.

MOTORIZING SUPPLEMENT



OF
THE HONGKONG TELEGRAPH.
SATURDAY, 25th FEBRUARY, 1928.
Being The Official Organ of
THE HONGKONG AUTOMOBILE ASSOCIATION.



CURRENT COMMENT

The A. A. Meeting.

The annual meeting of the Hongkong Automobile Association, held on Wednesday evening, provided the occasion for reference to many subjects of interest to the motoring community. Incidentally, also, some idea was gained as to the utility of the Association in the services which it renders to its members and motorists generally. In this connexion, it should not be forgotten that much of the Association's work is done "behind the scenes," but it is of no less value on that account. Representations are constantly being made to the Police Department, the P.W.D. and the Botanical and Forestry Department, with whom the Association works in the closest harmony and co-operation, and the sum total of accomplishments resulting therefrom represents much in the way of improved facilities for the motorist. Valuable work of distinct benefit to members and others, is also accomplished by the patrols and by the very real service rendered by the Drivers' Registration Bureau.

Two Matters.

Amongst the several other matters mentioned at the meeting, two call for some comment. The first of these is the question of traffic congestion at the Ferry approach in Kowloon. On this subject, the Association has been working in co-operation with the K.R.A. and as both organisations are in agreement, it is certainly high time the present conditions were dealt with. Some idea of the congestion from the motoring standpoint can be gathered by the statement that an average of 43 cars park in this region between 8.30 a.m. and 5.30 p.m., whereas the shelter is only sufficient to accommodate 14. The other matter deserving of mention is the suggestion thrown out by Mr. M. K. Lo that the Association should appoint a Committee to consider every aspect of local traffic regulations, with a view to their simplification. There is certainly nothing more annoying to motorists than unnecessary and pettifoggish regulations, and such a Committee, in conjunction with the authorities, could, no doubt, simplify the present rules. We are also at one with Mr. Lo in regarding as totally unnecessary the summary arrest of offenders for trifling breaches of the regulations. These notes would not be complete without a tribute to the enthusiasm and energy of the Association's Hon. Secretary, Mr. Updell, who has proved himself the right man in the right place. We are glad also to see that Mr. P. M. Hodgson, another enthusiast and a former Secretary of the Association, has been appointed to the post of President.

Garages.

One of the most interesting items for local motorists this week has been the hearing of a number of summonses which came before the Bench on Tuesday in connexion with permits for garages. The majority of the persons summoned, have, we learn, applied for permits, but in some cases the premises were considered unsafe and unsuitable from the first risk point of view. It appears that the Traffic Department and the Fire Department co-operate on this question of garages, the former giving approval as regards position and the fact that it is not dangerous to other vehicles or pedestrian traffic, and the latter Department attending to fire risks. In the cases heard on Tuesday, counsel pleaded guilty to a technical offence but argued that the Regulation was very weak. The summonses have been adjourned

since die for the point to be considered, the garages, meanwhile, to conform with Fire Brigade requirements. There will, we think, be general agreement that there should be some supervision over garages, both from a traffic and fire risk point of view, and in connexion with the latter aspect of the matter some garages are not only used to store or repair cars, but are used as sleeping quarters, including women and children. This is obviously bad. And it is also on record that persons have actually lost their lives through the unsuitability of premises used as garages. There ought to be some carefully drawn Regulations covering the control of garages.

The New Ford.

A development of much local interest this week is the arrival here of the new Ford model and the opening of the specially built new showroom and service station in Nathan Road, Mongkok. Messrs. Wallace Harper and Co., Ltd., have taken over the agency of the Ford Company. A full page advertisement in this issue of the Motor Supplement gives illustrations of the various new models.

Conduit Road Residents.

Owners of cars who reside on Conduit Road have special permits which entitle them to use Conduit Road with their cars. This road is ordinarily closed to motor traffic and each permit stipulates that cars shall travel in only one direction, the object being to ensure the safety of all. Complaints have been received of late that certain cars are not keeping to this rule, with the result that collisions have all but resulted. We are asked to draw the attention of all permit holders to this fact and to request them to see that the directions given on the permit are complied with. If permission is given to residents to drive their cars along a closed road, surely it is not too much to ask of them to observe the rules which have been designed for their safety.

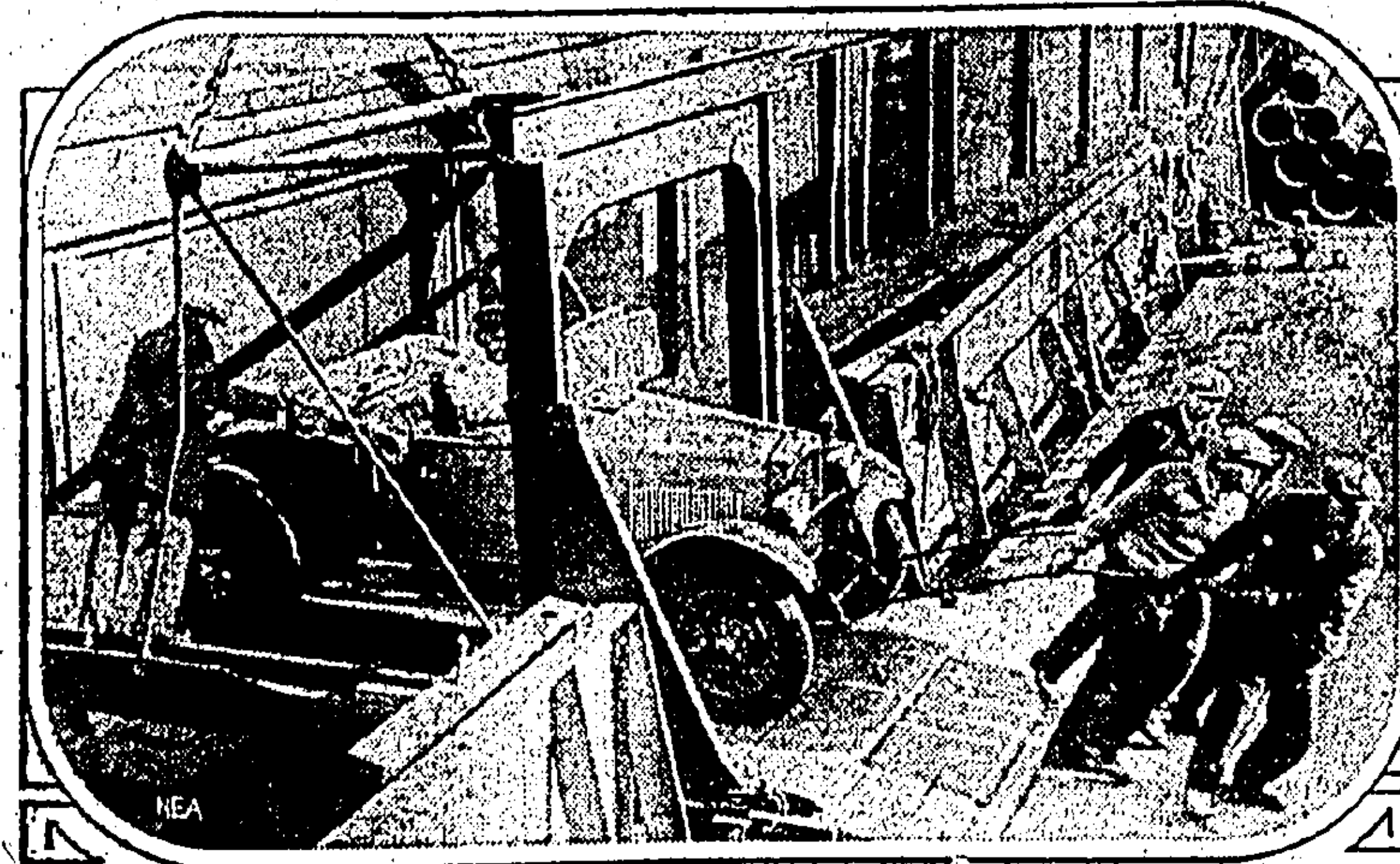
Kennedy Road.

Would it not be possible to open Kennedy Road to light motor traffic? At present only a small portion is closed to traffic and this stops any motorist from using it as a through road. The surface is quite good and there would appear to be very little danger. Quite a number of motorists would be glad of the opportunity of using Kennedy Road and it would certainly relieve a lot of congestion on the lower levels. If it is thought undesirable to open the road to traffic both ways perhaps it would be possible to make it a one-way road. The only really dangerous spot appears to be at the junction near the R. N. Hospital, but it would not be at all dangerous to open this corner to west-bound traffic. In any case it is obvious that the corner in question will eventually have to be widened. During the Races, Kennedy Road was opened and a number of cars took advantage of the route. The big rock which now stands in the centre of the roadway near the Wanchai end should be removed, for it serves no useful purpose. The official attitude should be that as many roads as possible (where no serious danger exists) should be opened to motor traffic, and in conformity with this policy, Kennedy Road, which has been opened to those residing along it, should be added to the list.

Triumph Seven.

We learn that another small British car is soon to make its appearance in the Colony, this being the Triumph Seven. A local agency will shortly be handling them and four of these vehicles have already been ordered from Home.

CARS SHIPPED READY FOR USE.



Crating of automobiles for export is fast becoming passe. Now the cars are trundled on board the ocean liners all ready to be driven off at the other end. Studebaker was one of the first American manufacturers to do this. A European Erskine Six is shown being loaded for export. This practice, it is said, results in a saving of more than \$150 (gold) a car to the European purchaser.

THE MOTOR CYCLE TRIAL.

Entries to Close Next Wednesday.

COURSE OUTLINED.

The following is the course for the motor cycle reliability trial organised by the Motor Cycle Section of the H.K.V.D.C. which will be held on March 11.

Start—H.K.V.D.C. Headquarters.

First Lap. Queen's Road, Arsenial street, Wanchai, the Praya, North Point, Shaikwan, Tytam Tuk Reservoir, Tytam Path, Wong Nei Chung Gap, Repulse Bay Road, Victoria Road, Aberdeen, Dairy Farm Hill, Pokfulam Police Station, Reservoir Path, Peak Road, Repulse Bay Road, Morrison Hill, Queen's Road to Garden Road.

Second Lap—Garden Road, Caine Road, Mount Davis Road, Felix Villas, Victoria Road, Aberdeen, Reservoir Path, Wanchai Gap, Black's Links, Wong Nei Chung Gap, Repulse Bay Road, Repulse Bay, Tytam Tuk, Shaikwan, Tai Koo, North Point, Wanchai, the Praya, Queen's Road, Garden Road.

Third Lap—Garden Road, Set's Corner, Peak Path, Peak Hotel, Peak Road, Repulse Bay Road, Wong Nei Chung Gap, Repulse Bay Road, Victoria Road, Aberdeen, Dairy Farm Hill, Mount Davis Road, Felix Villas, Victoria Road, Kennedy Town, Connaught Road, State Square, H.A.L.T.

Fourth Lap—Statue Square, Connaught Road, Kennedy Town, Victoria Road, Repulse Bay, Tytam Tuk, Shaikwan, Tai Koo, North Point, Wanchai, the Praya, Arsenial street, Queen's Road and Garden Road.

Finish. H.K.V.D.C. Headquarters.

Night Island Run. Competitors will rest at the end of the third lap until the time arrives for them to start on the fourth lap which will be run in darkness. It should be noted that this lap consists only of the usual motor roads, paths being considered too unsafe for night riding.

The course is undoubtedly the best that could be found on the Island and is one which should test the reliability of machines and the abilities of riders to the utmost.

Intending competitors are reminded that entries must reach the Hon. Secretary, Mr. H. G. Swinburne c/o S. C. M. Post on or before Wednesday, February 29.

The prime test of reliability comes in the rider being able to reach the check on time. Each competitor will know when he is due at the checks and of course if anything goes wrong with his machine, necessitating a forced stop for adjustments en route, the rider will most probably be late at

the next check he encounters and will of course lose points.

The Working of Checks.

Each competitor will be allowed a certain amount of grace at the checks. If he is only one minute early or two minutes late he will be said to have reached the check on time and no points will be deducted. But outside this margin two points will be deducted for each minute or part of a minute late, and three points deducted for each minute or part of a minute early.

To take an example. A competitor is, say, due at a check at 3.40 p.m. He arrives at 3.30 and is therefore ten minutes early. He is allowed one minute and, for scoring purposes, is nine minutes early at the check. As three points are deducted for each minute he is early he loses 27 points at that check. If he was due at the check at 3.40 and arrived at 3.50, after deducting his allowance of two minutes, he would be eight minutes late and would have 16 points deducted.

Other Penalties.

According to the rules a competitor is not allowed to make any adjustments to his machine during his stay at any check. He can only fill up with oil and petrol. If a competitor does make any adjustments while he is at a check he will lose points. When seen by an observer, or official of any sort, making adjustments to his mount at a check the competitor will lose 20 points.

The checks, however, are not the only places where competitors may lose marks. Several of the hills are observed. A front wheel stop on any observed hill will mean a loss of 10 points for the rider of the machine concerned. A front wheel stop is specified as the back wheel may be moving, but not moving the machine forward. If a competitor "foot slogs," i.e. uses his feet to enable him to make the climb, but keeps his front wheel moving, he will only lose five points. To get away without the loss of a point on an observed hill a competitor must make a clean climb.

The Secret Checks.

In addition to the checks which will be known by all competitors, there will be secret checks, the location of which will be entirely unknown by any competitor in the trial. The observer at the secret check will know when each competitor is due to pass him and for being early or late the competitor will lose points. He will not know where the secret check is and may not know when he has passed through it. The time allowance of one minute early and two minutes late will also be in operation at the secret checks, but if this allowance is exceeded the competitor will be penalised by a loss of points as follows—

For each minute or part of a minute late at a secret check. . . . Four points lost.

THE OLDEST FRENCH MOTOR CAR.

Still Running After Thirty-two Years' Work

"Antoinette" is going to spend the rest of her life in the Compiègne museum.

"Antoinette" is the oldest automobile in France, built in 1895, still good, but slightly out of fashion. In 32 years the one-horsepower vehicle has travelled 175,000 miles at an average speed of five miles an hour.

When the Abbe Gavols of Aljery brought home the car in the '90s—with the aid of a horse because he couldn't make it go—a laughing, jeering crowd followed him. A few years ago, during a Paris automobile show, he drove his antiquated car down the Champs Elysees with crowds cheering him.

He has sold it now, he says, because he feels he has given too much of his life to his hobby and he wishes to ease his conscience by using the money as the first subscription toward a new church. The church, however, is to be dedicated to Saint Christophe, patron saint of motorists.

For each minute or part of a minute early at a secret check. . . . Six points lost.

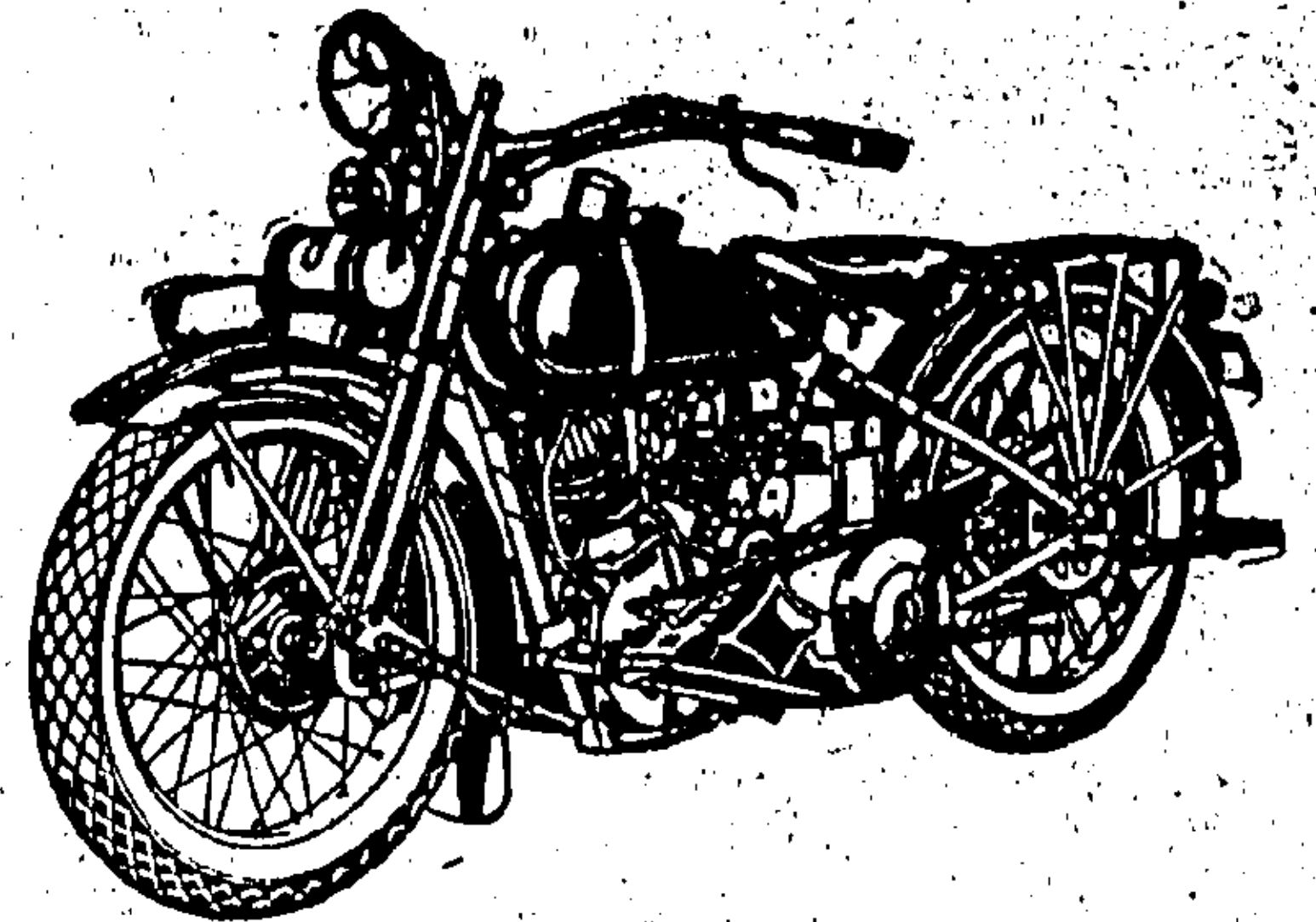
It will be seen that the penalties for arriving at any check before time are greater than those for arriving after time. This has been arranged in order to prevent speeding.

The awards in the various classes will go to the competitors who have lost the least number of points at the finish of the trial. The only condition attached is that the Cup cannot be won by a rider who uses a machine of over 500 c.c. capacity. The Committee responsible for the Trial has accepted the offer of the Sincere Company.

There are prospects that several teams will take part in the Trial and it is hoped that the prize in this class will consist of an award for each member of the winning team.

A brake test which will ensure that competitor's machines are in good condition as far as brakes are concerned has been arranged and this will be carried out by the Traffic Department by permission of the Captain Superintendent of Police.

The Trial, being entirely new to Hongkong, is arousing keen interest and local motor cyclists desiring to take part in this new form of sport should make sure that their entries are sent in to the Hon. Secretary before Feb. 29.

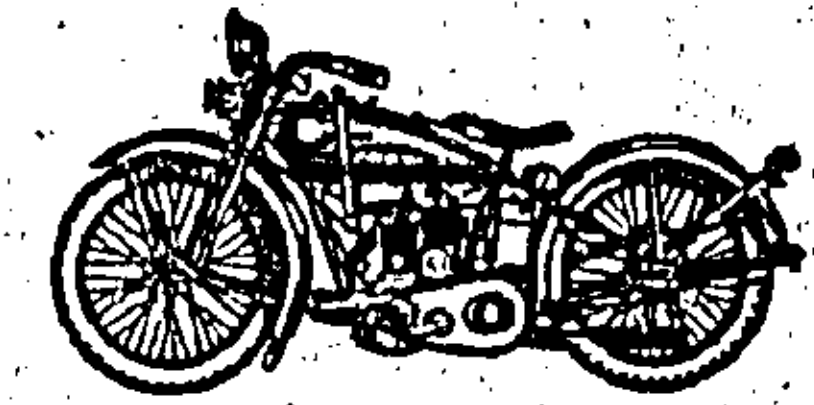


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are now in stock.
(Only one 1928 Harley Single O.V.H. model, and One 1928 Combination left.)

Our Fourth Shipment is due April 9th., by s.s. President Pierce.

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A GOOD ASSORTMENT OF SPARE PARTS AND ACCESSORIES IN STOCK.

Change Oil Every 1,000 Miles.

Reason Number 5—Repairs.

A dismal trip to the repair man is in store for your motorcar if you do not drain the crankcase oil every 1,000 miles, at least.

Under a powerful microscope, the apparently smooth metal cylinders of your engine appear as coarse as sandpaper. The polished surfaces look like jagged peaks.

Fresh, clean, full-bodied oil forms a protective cushion between the rough surfaces of pistons and cylinder walls, permitting the irregular peaks to glide over each other smoothly, with little or no wear.

But old engine oil, in use for 1,000 miles, has been weakened and diluted by benzine and water. Old oil flattens out under the relentless engine pressures, allows exposed cylinder and piston surfaces to meet and grind and wear.

Your engine motor makes 2,000 or more revolutions every minute. When unprotected engine parts meet in metal contact, you may be sure that the mail-man will soon bring you a large unnecessary bill for engine repairs and overhauling.

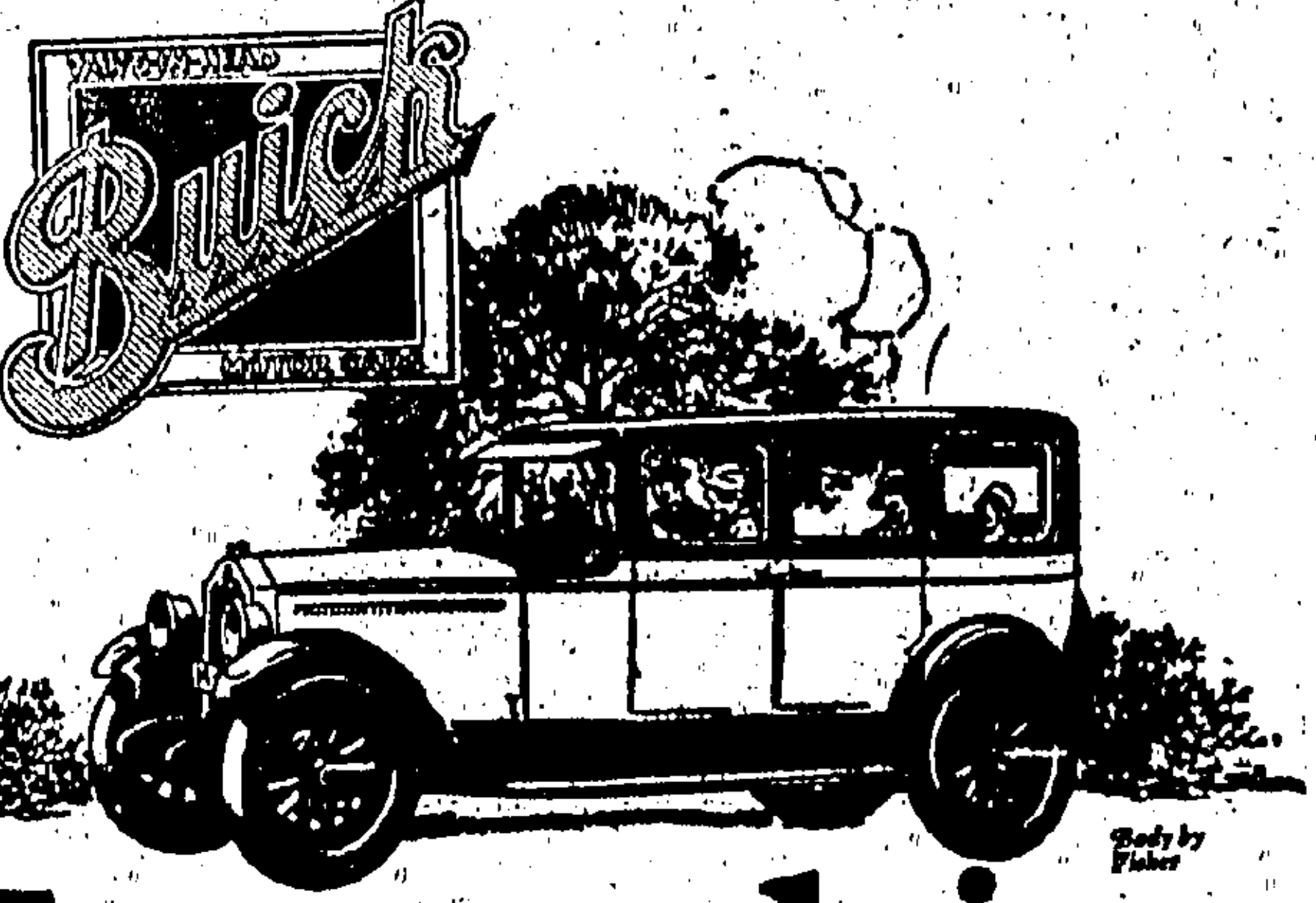
Protect the life of your engine. Prevent the need of repairs. Every 1,000 miles, drain off the dangerous, used oil and refill regularly with the correct grade of Gargyle Mobiloil.



Mobiloil

Make the short your guide

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Everything a motor car can offer

Beauty Trim, graceful lines; charming proportions; rich Duco colorings; tasteful interiors; upholstery fine in appearance and in quality; the painstaking, enduring coachcraft of Fisher—Buick combines them all in a car of rare and unusual beauty.

Performance Buick's six-cylinder Valve-in-Head Engine is vibrationless beyond belief at any speed. It has power to take you anywhere, speed that eats up miles, and flexibility that makes driving amazingly easy, even in the thickest traffic.

Comfort Ample wheelbase and Cantilever Springs, carefully constructed seat-cushions, properly tilted at the most inviting angle; roomy, convenient seating arrangements—Buick builds comfort for driver and passengers into every car.

Economy Low fuel costs with the efficient Buick engine; only four oil changes a year with the Vacuum Ventilator; increased tire mileage with Balanced Wheels—these are examples of Buick economy. But Buick's justly famous dependability and long life provide the greatest economy of all.

Value Because Buick uses the earnings of leadership to further enrich quality; because Buick constantly strives for improvement; because Buick gives everything a motor car can offer—in greater measure, at moderate cost—it is the greatest value automobile dollars can buy.

THE DRAGON MOTOR CAR CO., LTD.
Telephone Central 1246 or 1247.
33, WONG NEI CHUNG ROAD HAPPY VALLEY.

MOUNTAIN ROADS MADE SAFE.



Huge gas well casings, drilled deep into solid rock, are used on curves in the mountains of West Virginia to prevent landslide or washout of the road.

West Virginia road engineers have originated an inexpensive system of safeguarding road beds from washouts and landslides. When West Virginia started a huge road building programme a few years back the engineers faced a serious problem. Railroads had been built first through the state's numerous valleys and they chose the best routes, using in many cases all of the ground available between the hills and the rivers. This forced the road builders to take to the mountainsides, which incurred great expense. Added to the expense was the fear of landslides. Cut along the sides of the mountains, there was great danger of the road beds washing away in heavy rainfall. It took a long time for the roads to settle before they could be gravelled or paved after a final grading. The engineers hit upon the idea to use abandoned gas well casings, which are numerous in West Virginia, for the hillsides. On steep cuts and wide curves these pipes are drilled down into the solid rock at the lower edge of the road bed. Rock is then packed around them and the work of grading can go ahead with assurance that the road bed will remain intact after a heavy rain. On wide curves and steep hillsides, where there is more weight to hold, huge pipes are used. On straightaways and lower down on less precipitous hills, smaller pipes, placed a foot apart, serve the purpose. Road building in the mountains has been speeded up by this system without adding much extra expense to the already large sum required to construct a mile of road in the mountain state. And the engineers vouch for the greater safety.

SUBSTITUTES FOR PETROL.

Research Board Experiment.

The Fuel Research Board has just issued a fourth memorandum on the subject of fuel for motor transport. Earlier memoranda outlined the Empire position in regard to supplies of petrol as a fuel for internal-combustion engines, and the steps that have been taken to investigate the possibilities of producing with the Empire alternative fuels, and more particularly alcohol.

The present report states that so far the question of the production of alcohol for power purposes has been dealt with on the basis of using as the raw material the sugar or starch derived from vegetable matter. Alcohol, however, can also be produced from the cellulose of plants by its direct fermentation, or by converting the cellulose into fermentable matter.

In view of the fact that large quantities of cellulosic materials, constantly renewed by nature, are available, and are of little or no commercial value, they would appear to offer a possible solution of the problem of raw materials, provided a practicable and economic method of treating them could be discovered. In such an event it might be possible to make use of the vast quantities of tropical and semi-tropical vegetation, such as the grasses of Australia and Africa, and the waste vegetable products such as maize and rice straw, corn cobs, rice husks, and sisal hemp waste available within the British Empire.

The discovery of an economic process of the kind required has engaged the attention of the Fuel Research Board for some considerable time and experimental work in this connexion has been carried out at the bacteriological laboratory of the Royal Naval Cordite Factory. After describing the details and outcome of experiments, the memorandum submits that the result of the work has established the details of a process which should present no real technical difficulties once the raw materials are available in sufficient quantity and at a sufficiently low cost. Where waste vegetable materials can be treated where they are available without further expense of collection, it would appear that their conversion into alcohol for use in internal-combustion engines as an alternative to petrol should be investigated from the point of the suitability of the process to local conditions and of that of costs.

"The question of grasses," the memorandum continues, "would be a somewhat different one, owing to the fact that the cost of harvesting and transporting them might make their use economically impossible. This, again, is a matter depending on local conditions once their technical suitability for the purpose has been established."

THE ORDER OF THE ROAD.

Why a Third Motor Organisation?

The following letter has been sent to the London Morning Post by the well-known motorist, Mr. S. F. Edge:

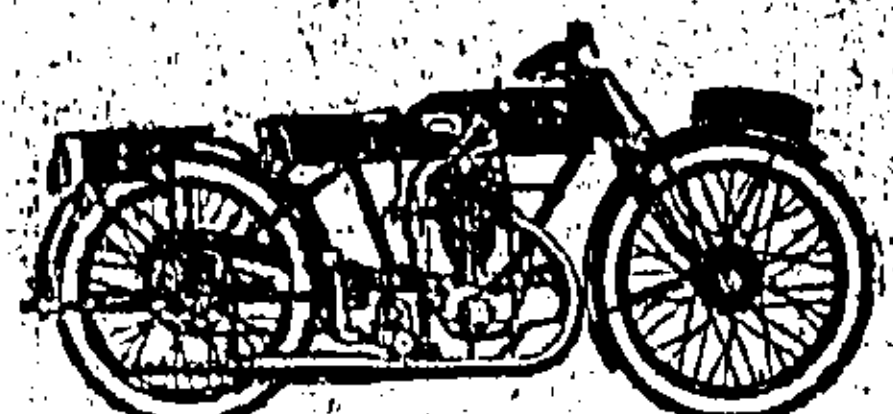
"Sir,—I think that Lord Cotterham, Sir Arthur Stanley, Lieutenant-Colonel Moore-Brabazon, Professor Low, and others who are giving their time and energy to forming the new order of motorists deserve the very sincere thanks of the whole motoring community. Of course, there are immense difficulties in administering such a Society.

A vast number of people who drive badly on the road to-day do it through ignorance and not through malice, or so it seems to me when watching them. There are a great many people who have never had any experience of road usage, and, therefore, do, the most dreadful things perfectly innocently. If everyone had to ride a bicycle for a year on the road before driving a motor-car this would teach them road usage in the best and most practical way as the bicycle is the most delicate thing on the road, and, therefore, the people who use them have to exercise the greatest possible care.

I hope that the committee of the Order will try to discontinue the use of the bumper bar. This always seems to me the badge of the driver who wishes to push things out of his way. Personally, I like to keep a considerable space between myself and the vehicle in front of me, as obviously the driver in front can start pulling up long before I am aware of his going to do so. Therefore, if one is too close there is always a likelihood of bumping into him.

I think the Badge should be of sufficient size, so that it can be affixed to either the front or the back of the car, where everybody may see it. It would be interesting to watch and see whether the Order then has practical effect in making people drive properly, or whether these people drive improperly purely through ignorance.

I wish this new body every success, but I think it is a pity it was not combined with the A.A. or the R.A.C., as a multitude of bodies of this sort are not in the best interests of automobilism."



There are no better in Hongkong for the money.

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Cycles

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DOUGLAS E. W.
From £59:0:0 up.

TRIUMPH MOTOR-
CYCLES
From £60:0:0 up.

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Commercial Cars

ARE DEMONSTRATING DAILY
THEIR CAPACITY FOR ECONOMIC HAULING
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Cheung Mei Bus Co.	4—18 passenger Busses
China Motor Bus Co.	2—18 passenger Busses
Kowloon Motor Bus Co.	2—18 passenger Busses
New Territories Bus Co.	1—16 passenger Bus
H. Ruttonjee & Son.	1—30 cwt. Lorry
Asiatic Petroleum Co.	1—30 cwt. Lorry
Dodwell & Co., Ltd.	1—Ton Lorry
"Nestle Chocolate"	1—Ton Delivery Van

A MODEL FOR EVERY REQUIREMENT.

30 C.W.T. MORRIS 15.9 H.P. 11' 6" W.B.

Chassis Z. 5 with 32 x 4 1/2" tyres, dual rear, F. W. B.	£320.
Chassis Z. 6 complete with 32 x 6 tyres and F. W. B.	355
Type Z. 5 Standard Lorry complete with Cab	390
Type Z. 6 Standard Lorry complete with Cab	420
Type Z. 5 Charabanc for 18 passengers	620
Type Z. 6 Charabanc for 18 passengers	650
Type Z. 5 Special Saloon Bus	670
Type Z. 6 Special Saloon Bus	700

30 C.W.T. 6-WHEELER 15.9 H.P. 11' 8" W.B.

Chassis only, equipped with 32" x 4 1/2" tyres	£538
Chassis with War Dept. type Body	626

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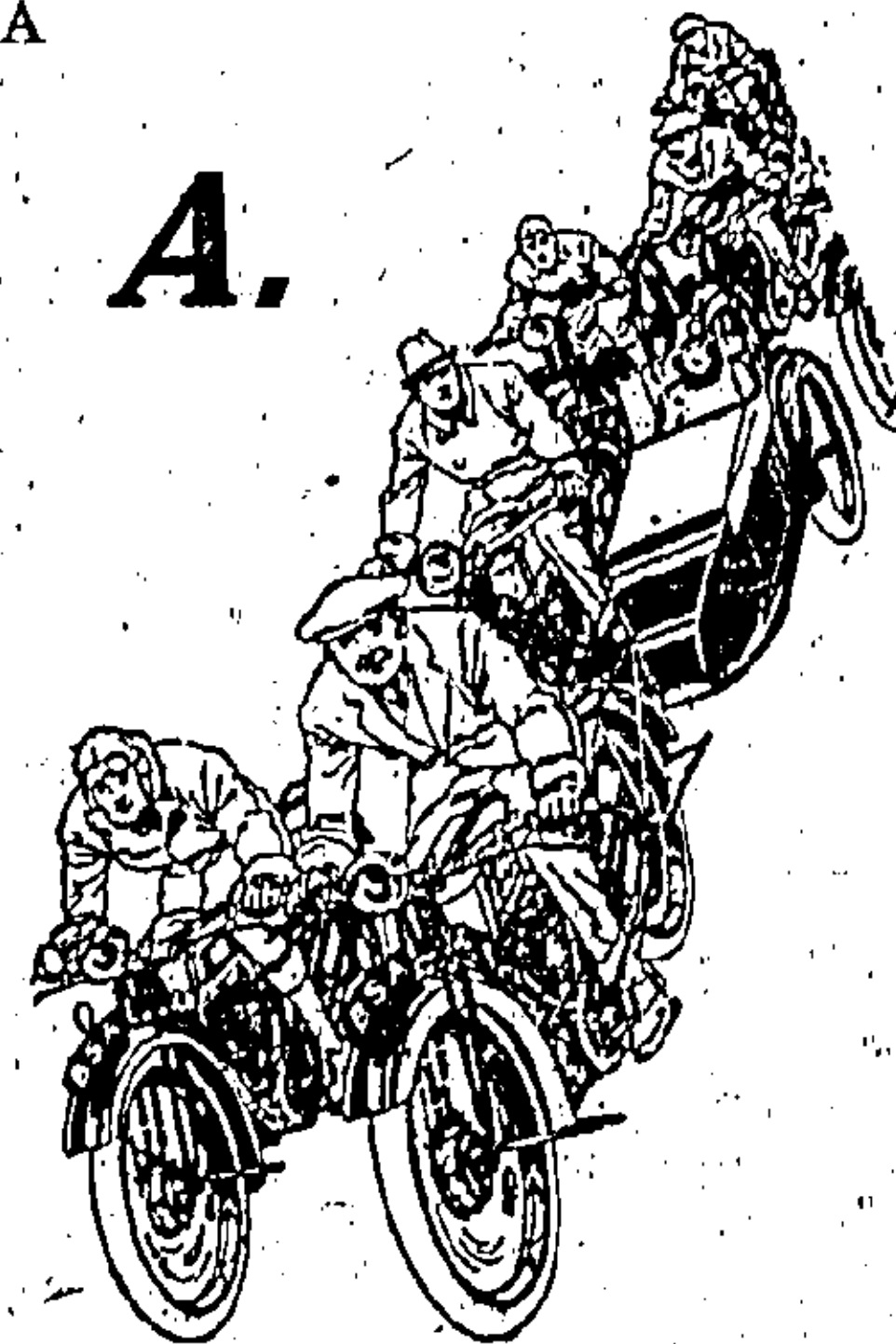
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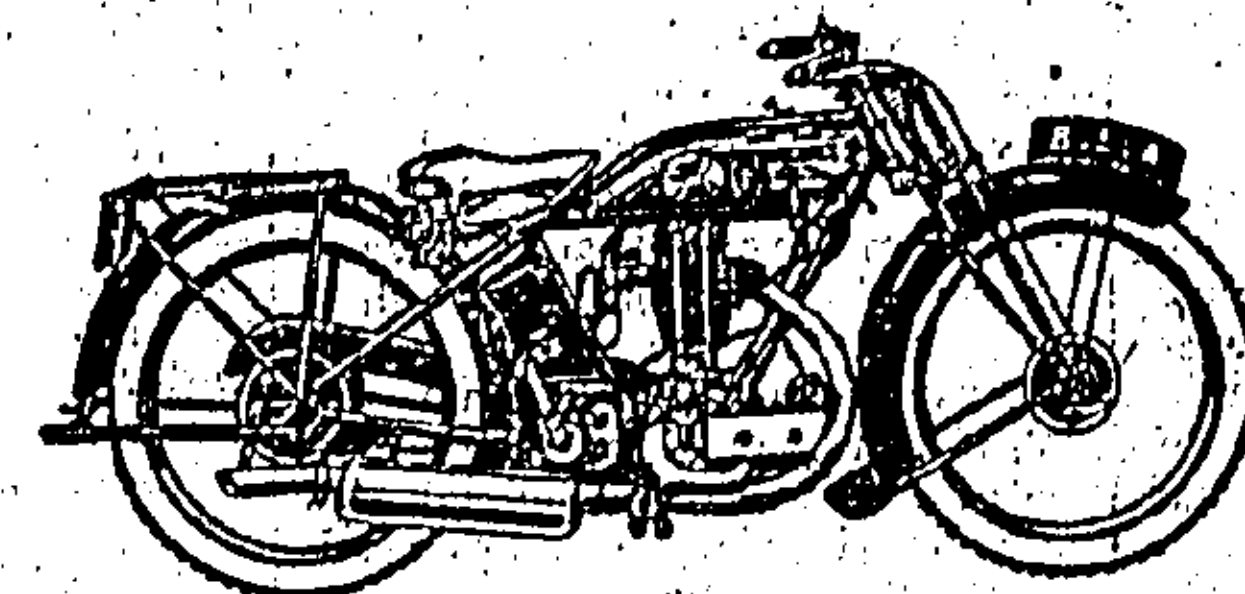
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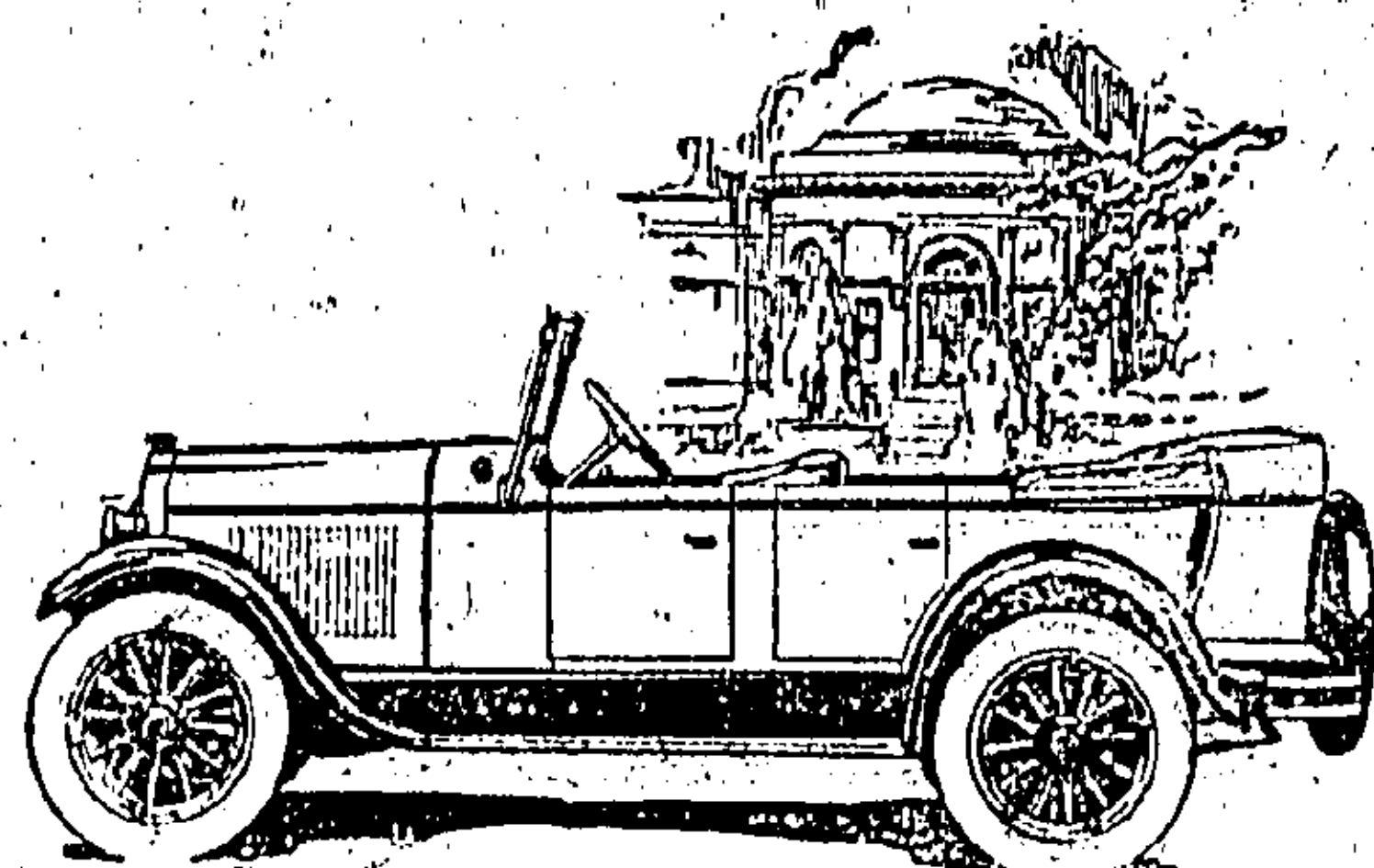
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OLDSMOBILE SIX

PRODUCT OF GENERAL MOTORS

111-inch Wheelbase—19.84 H.P. (R.A.C. Rating)—185 cubic inches piston displacement—1928 models.



Dicksey-seat Roadster 4-seater G.\$1,175
Touring Car 5-seater 1,175
Sedan (2-door) 5-seater 1,250
Sedan (4-door) 5-seater 1,350

All prices subject to change without notice.

Keen appreciation has greeted Oldsmobile's smart new beauty. Naturally such modish lines and striking colours would win the lion's share of admiration from those who know it only by sight. But every day Oldsmobile performance seizes the attention of those who never knew it before—because you can't know it till you drive the car. This thrilling, smoother performance is the crowning feature of Oldsmobile—the overflowing measure of value now yours at prices lower than ever before.

THE DRAGON MOTOR CAR CO. LTD.

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No Car
Compares With
Chrysler in
MONEY-VALUE

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Chrysler Standardised Quality, by pioneering and developing countless improvements and making them available to all Chrysler cars, has set up new standards of value and has given new meaning to "price" and "price classes."

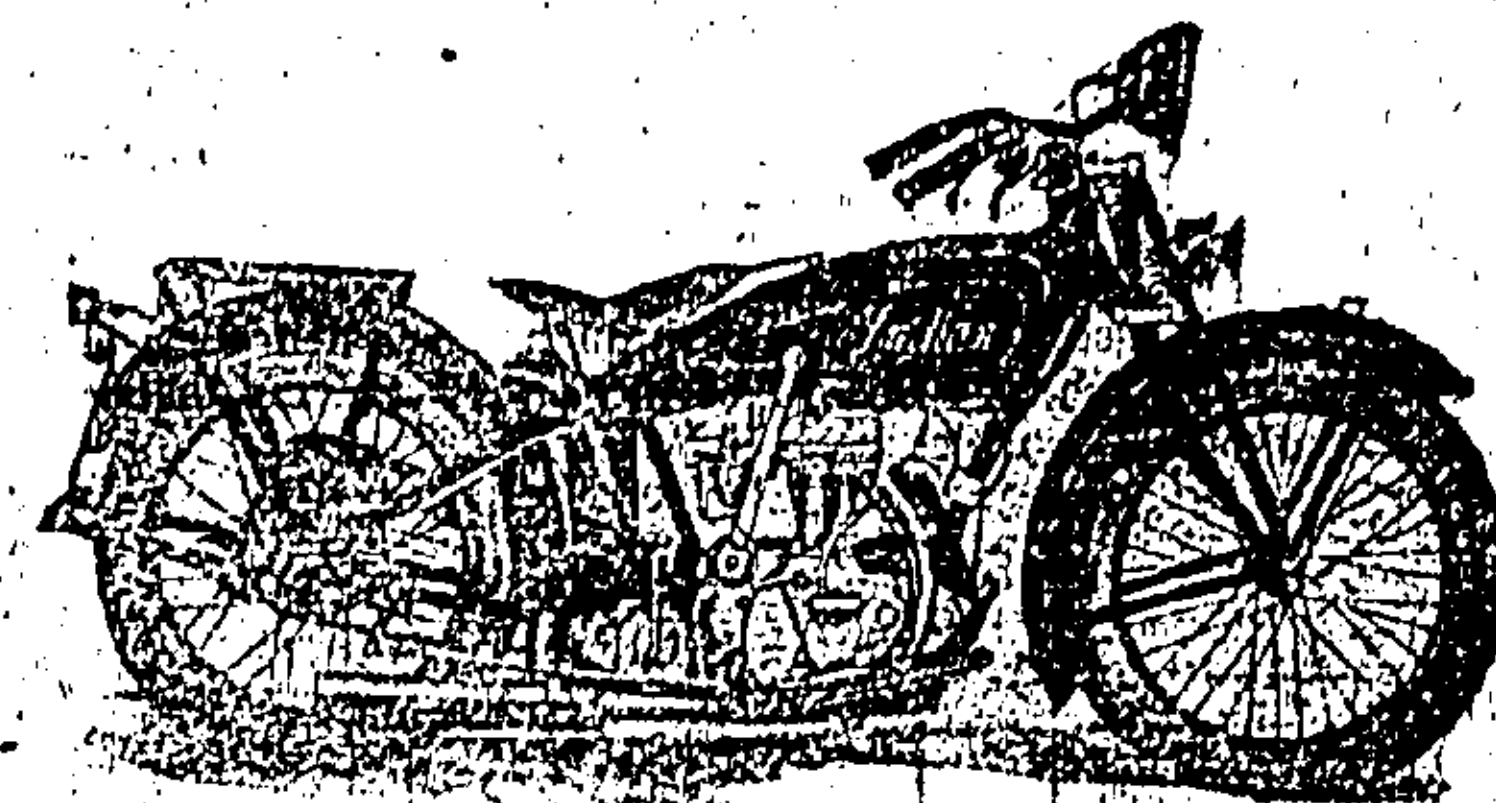
Chrysler cars—"52," "62," "72" and Imperial "80"—can be compared only with others far above them in price in every field.

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A. LUNG & CO.

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1928 INDIAN PRINCE



ANOTHER SHIPMENT HAS ARRIVED
of the Famous 1928

PRINCE and SCOUT MODELS.

See them and be convinced of their
wonderful value.

"THE INDIAN FOR ENDURANCE"

Enquire about our Hire-Purchase System.

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Prince's Building, 2 floor, - Ice House St. Entrance.

THE PACKARD FOR 1928.

As Seen at New York
Show.

Representative types of both the Packard Six and Packard Eight were recently exhibited at the annual New York Automobile Show. Packard long ago gave up the yearly model ideal but the cars on display show a wide variety of improvements over those presented last year.

Both cars are considerably lower through a new drop frame and an ingenious treatment of window reveals with a more pronounced curve in the back panels make the enclosed models seem even lower than they actually are. The reduced height makes both the Six and Eight appear considerably longer than they were, although the Six still is made in the 126 and 133-inch wheel bases and all types of the Eight have a 143-inch wheel base. Formerly the Eight was made in both a 143 and 136-inch wheel base.

Packard now actually has three different types of cars, both wheel bases of the Six being offered in complete lines with the 133-inch cars slightly more in price than those of the shorter wheel base. With a standard convertible coupe and a standard two-passenger permanent top coupe added to the Eight line the company has an offering of 21 standard body types, which with a complete selection of custom bodies gives a total of 42 different cars from which to choose.

Improved as is the appearance of the new Packard, the lines closely to the Packards of previous years in conformity with the policy of the company against depreciating cars in the hands of owners. A new cadet-like visor adds snap to the enclosed cars. Considerable enhancement of appearance is obtained with the Eight through replacing the conventional louvre slots with doors.

Much attention apparently has been given to both the body and mental ease of the passengers for not only are all three cars made more comfortable riding but the interior fittings have been greatly improved and the engines are even quieter than ever. Abundance of reserve power and four wheel brakes adequate to meet even maximum speed add to the mental ease of the passengers.

Larger crankshafts, following airplane engine practice in design, an altogether new double valve spring, four point suspension, with rubber mountings at two points, and an improved ignition system are among the many points of difference in the new cars. The Six has always had a seven and the Eight a nine-bearing crankshaft. Both have a new method of counterbalancing and both are equipped with the Packard vibration damper which has been adopted for a large number of cars.

An important improvement lies in the fact that all wheels of both cars now are carefully balanced through balancing lugs on the rims. Wire, wood and disc wheels are furnished as standard equipment on the Eight, mounted in wells in the front fenders. The front springs are shackled at their front end, an original idea with Packard some time ago and as before bumpers, both front and rear, are a built in part of the car.

Standard equipment includes everything necessary for operation as well as spot on open cars, gasoline gauge on the dash, a new theft-proof self contained lock, automatic windshield cleaner, cigar lighter, three range head lights, combined tail, signal and backing light and vanity cases for the enclosed cars. Wide variety of colours are offered on the Six and an unlimited choice of painting is given for the Eight.

DERELICT NEW ROADS AT HOME.

Little Chance of
Completion.

Considerable indignation has been caused among motorists at the disclosure by the Motoring Correspondent of the Morning Post recently that there appeared no hope of the Treasury making the necessary grants to finish our promised new arterial roads. Many roads—and particularly the Shepherd's Bush to Denham artery—are being held up indefinitely and the finished portions rendered quite useless to motorists.

The Middlesex County Council state that they would never have embarked on the new Western Avenue had they thought that the unfinished portions would have been held up for so long.

Nobody in their senses could imagine that we wanted to build a road as far as Greenford and then cease work, said an official of the Middlesex County Council. After we had spent a great deal of money over the first portion, the Ministry of Transport approached us and urged us to continue work. We collected the necessary money, arranged to change men and placed our contractors in 1923, only to be told two years later that there were insufficient Government funds to carry on the work. This was hardly fair play.

Outlook Not Hopeful.

At the Ministry of Transport it was stated that the Ministry had certainly approved of the scheme as a whole, but did not guarantee its completion. "We can obviously only make the necessary grants for further portions if and when we obtain money," said an official. "As soon as there is more money we hope to proceed with the grants."

"When will that be?" The official waved his hand significantly. "That may be a long time," he said. "Alternatively, another Government may come into power and discontinue the grants altogether."

This is not very hopeful news for the motorist, who has already seen his money wasted for the building of a useless road.

The Ministry of Transport shifts the responsibility on to the Treasury and Mr. Winston Churchill for raiding the Road Fund to balance his Budget.

At the present moment therefore there appears little hope of the Western Avenue being finished, although the Middlesex County Council is ready to go on with the work at a moment's notice. Meanwhile, the motorist must continue to be delayed on his way to Oxford, Wales, and the West.

SILENT OMNIBUSES.

The requirements of up-to-date bus operators are becoming more exacting, and nothing short of private car comfort will be accepted in a modern bus. One of the principal attributes of a first class private car is its quietness in operation; such quietness in commercial chassis was almost unknown until the advent of the sleeve valve engine. An advanced design of this type of power unit is fitted in the Associated Daimler Models 423 and 424 Chassis, which are, not only as regards silence, but in speed and ease of control, equal to a first class private car.

MAKE WAY FOR THE HOG!



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Managers: - A. GÜEKE & COMPANY.

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PACKARD

CUSTOM EIGHT MOTOR CARRIAGES.

39.20 H.P. R.A.C. Rating—block test actually develops more than 105 H.P.—384.80 cubic inches piston displacement.

Effective immediately we announce the following

VERY SUBSTANTIAL REDUCTIONS

in our delivered prices of

Packard Custom Eight Motor Carriages.

The details of these

STARTLING PRICE SLASHES

are as follows, all prices being in U. S. Currency and for delivery in this territory.

Model:	Old Price:	Reduction:	New Price:
2-seater Runabout	G\$4,480	G\$ 95	G\$4,385
5-seater Phaeton	G\$4,480	G\$ 95	G\$4,385
7-seater Touring	G\$4,535	G\$ 70	G\$4,465
2-seater Coupe	G\$5,270	G\$500	G\$4,770
2-seater Convertible Coupe	G\$5,370	G\$500	G\$4,870
4-seater Coupe	G\$5,575	G\$500	G\$5,075
5-seater Club Sedan	G\$5,575	G\$500	G\$5,075
7-seater Sedan	G\$5,780	G\$705	G\$5,075
7-seater Sedan Limousine	G\$5,880	G\$705	G\$5,175

These price reductions were announced by the Packard Motor Car Company immediately following their quarterly statement for the period ended December 31st, 1927, which shows that the Company is now enjoying the greatest volume of business in its entire history. The cars remain the identical same PACKARD CUSTOM EIGHTS that the factory has been building in the past.

THE DRAGON MOTOR CAR CO., LTD.

Telephone Central 1246 or 1247

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STUDEBAKER

World Wide Records
Rio de Janeiro to New York

THE DRIVERS OF THE VETERAN STUDEBAKER ALSO MADE A NEW RECORD ON THE SECOND LEG OF THEIR "HEMISPHERE TO HEMISPHERE" JOURNEY WHEN THEY ROLLED INTO LA PAZ, THE CAPITAL OF BOLIVIA, 18 DAYS OUT OF BUENOS AIRES. TO REACH LA PAZ THE DRIVERS HAD TO CROSS THE BOLIVIAN BORDER AT "TRES CRUCES," A LOFTY MOUNTAIN PASS COVERED WITH SNOW.

IN LA PAZ THEY CAUGHT UP WITH ANOTHER CAR, WITH NEW YORK CITY ALSO AS ITS OBJECTIVE, AND LEARNED THAT ITS DRIVERS HAD TAKEN FIVE MONTHS TO COVER THE DISTANCE BETWEEN BUENOS AIRES AND LA PAZ.

NEVER BEFORE HAS A VETERAN CAR BEEN SUBJECTED TO SUCH A GRUELING TEST OF ITS RUGGED, DURABLE CONSTRUCTION.

COUNTRIES TRAVERSED INCLUDE NEARLY EVERY TOPOGRAPHICAL CHARACTERISTIC KNOWN TO THE GEOLOGIST, PLAINS, FORESTS, SWOLLEN AND DRIED-UP RIVERS, MOUNTAIN ZONES, SNOWY REGIONS—EVEN SECTIONS UNKNOWN TO THE TREAD OF AN AUTOMOBILE WHEEL—WERE COVERED BY THE STUDEBAKER.

WHY NOT OWN A CHAMPION CAR. TRY A STUDEBAKER—IF FOR ONLY FIFTEEN MINUTES—IT'S WORTH YOUR TIME. WE WILL GLADLY GIVE YOU THE OPPORTUNITY.

HONGKONG DELIVERED PRICES.

ERSKINE

H.P. 16.54 R.A.C.—107" WHEEL BASE

Tourer	5 Seater	G.\$1,150
Sports Roadster	4 Seater	1,200
Business Coupe	2 Seater	1,200
Custom Coupe	4 Seater	1,250
Custom Sedan	5 Seater	1,250

All Erskines with wire wheels.

DIRECTOR

H.P. 27.34 R.A.C.—113" WHEEL BASE

Custom Tourer	5 Seater	G.\$1,450
Sports Roadster	4 Seater	1,405
Duplex Phaeton	5 Seater	1,400
Custom Tourer	7 Seater	1,530
Custom Coupe	2 Seater	1,575
Custom Sedan Plush	5 Seater	1,575
Custom Coupe	4 Seater	1,675
Custom Victoria	4 Seater	1,675
Custom Sedan Mohair	5 Seater	1,675

COMMANDER

H.P. 36.04 R.A.C.—120" WHEEL BASE

Sports Roadster	4 Seater	G.\$1,835
Custom Coupe	2 Seater	1,875
Custom Victoria	4 Seater	1,875
Custom Sedan	5 Seater	1,875
Regal Coupe	4 Seater	1,905
Regal Victoria	4 Seater	1,905
Regal Sedan	5 Seater	1,905

PRESIDENT

H.P. 36.04 R.A.C.—127" WHEEL BASE

Custom Tourer	7 Seater	G.\$2,200
Custom Sedan	7 Seater	2,435
Custom Limousine	7 Seater	2,700

All prices include 4 wheel brakes, spare wheel, tyre and tube, windshield wiper, hindview mirror, bumpers, extra horn, tools, etc., etc

THE HONGKONG HOTEL GARAGE

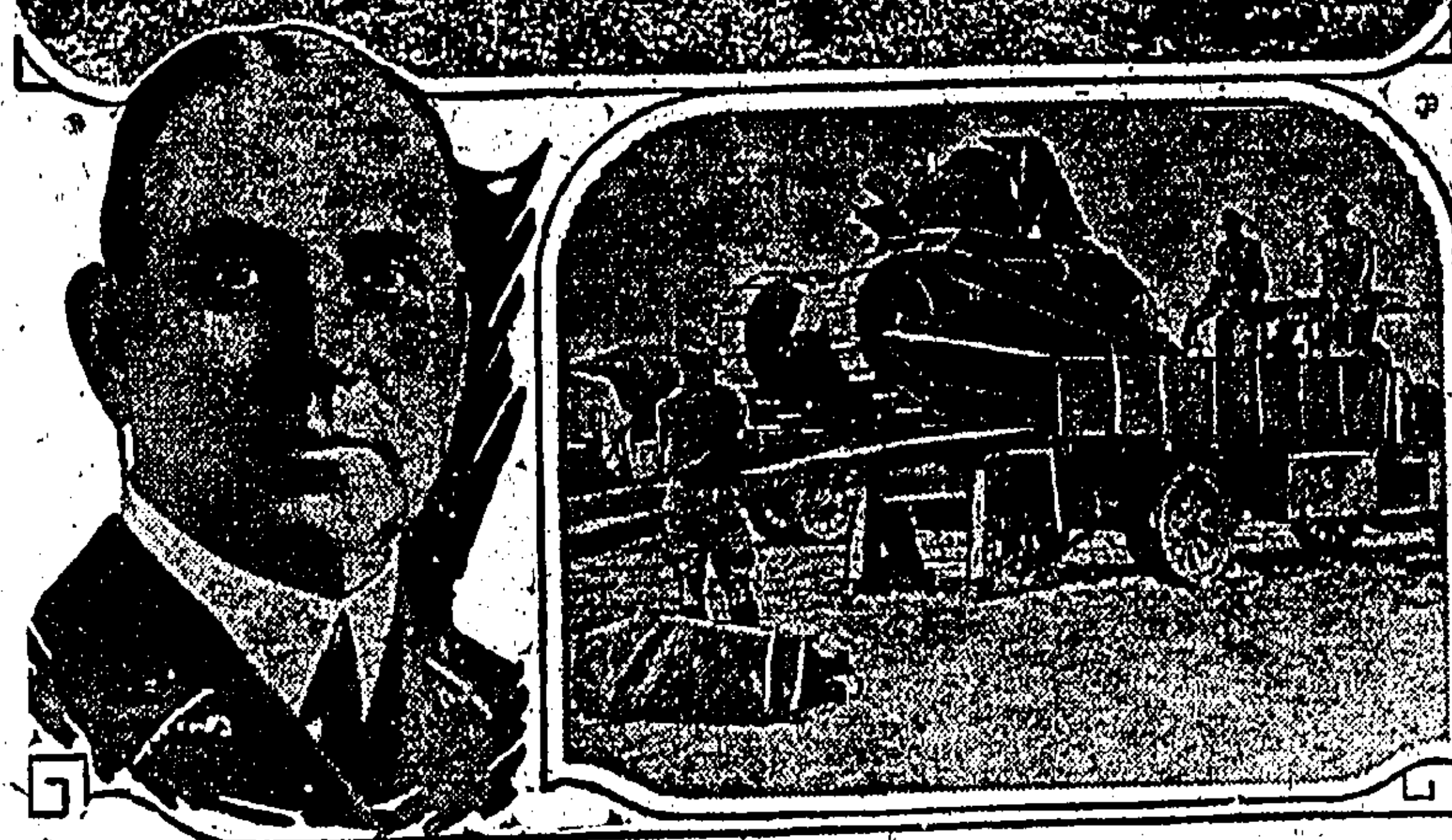
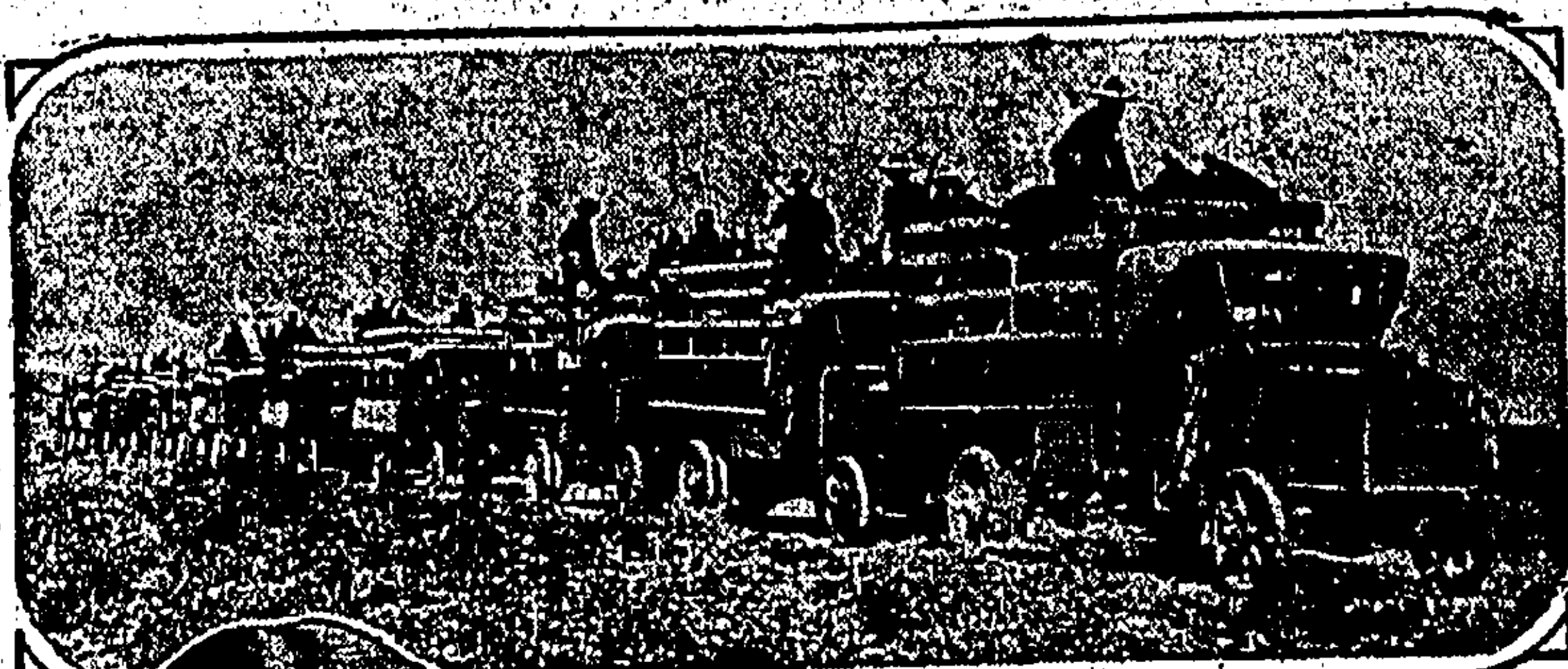
25, Queen's Road, Central
(THE HONGKONG AND SHANGHAI HOTELS, LTD.)

INCREASES PRODUCTION.

German automotive production for 1927 increased with a bang over 1926. Passenger cars increased over 33 per cent, while one-eighth more trucks were in use than in 1926.

The Associated Daimler Company, Ltd., of Southall, Middlesex, have supplied several large fleets of 'buses for service in the principal cities of South America. The chassis are marketed under the trade mark ACLO in that country, and are gaining a firm hold on the market, being widely spoken of in the highest possible terms.

MOTOR CAR HELPS CAVALRY.



Future cavalry units will be motorized, says Major General Herbert B. Crosby, shown at lower left, who is chief of cavalry in the U.S. army. He bases it on record successful manoeuvres in Texas, during which horses, men and tanks, as shown here, were transported to the "battlefields" much faster than heretofore.

Washington, Jan. 26.—Airplanes, tanks and motor vehicles have almost eliminated the cavalry from warfare—they have only increased its effectiveness, says an American writer.

Since the World War, the military strategists of some nations have almost concluded that in future wars everything would be mechanical, but American generals have decided that while armies should be mechanized to the peak of efficiency, this process should be supplementary to the use of conventional military units.

The cavalry, for instance, didn't have much chance to function after the armies had dug themselves in on European soil in the last war. Next time, it is likely to be different, and recent experimental manoeuvres, notably those of the First Cavalry Division in the Big Bend section of Texas during the fall, have been carried out with that in mind.

Cavalry units from now on probably will be provided with tanks, armoured cars and motor trucks acting as adjuncts rather than replacements.

The motor truck, instead of replacing the cavalry horse, will be used to transport horses and men to concentration points ten times as fast as they can travel by themselves and land them fresh and ready for action.

Limits for Motors.

Generally speaking, the extent to which motor units will be used in future warfare will depend on the stage of operations. For instance, cavalry can get into many rugged places where tanks and trucks cannot go. In mountainous, roadless country, even the old pack mules will be indispensable.

"The cavalry remains supreme as a swift weapon of opportunity on the ground," says Major General Herbert B. Crosby, chief of cavalry. "Improvements in motor transportation will add to its effectiveness and the air force and the cavalry will appear as co-workers rather than rivals."

"The Texas manoeuvres demonstrated not only the ability of cavalry to sustain long marches and operate successfully in difficult country but also the ability

and limitations of motorized units attached.

Big Gain in Time. Troop F of the Fifth Cavalry moved from Camp Marfa to Fort Clark, a distance of 300 miles, in 36 hours. The same journey to the manoeuvres at Marfa required 15 days of marching. That's the story of motorized cavalry units in a nutshell. The advantage is that we can send cavalry units at a high speed and then have horses and men fresh to enter the fight.

"Similar manoeuvres were carried out successfully over border routes and country wagon roads, through rough country, dry river beds and steep arroyos. You see, another great advantage is that border troops can be stationed far apart and yet be quickly concentrated when necessary."

It's simple, General Crosby points out, to move large bodies of troops by truck. An army truck will hold 20 men fully equipped. The same goes for carrying rations, forage, kitchen equipment and other impediments, and light artillery.

LONDON'S PROBLEMS.

Half-empty Car Parks.

Is the private motorist being driven from the streets of London?

It would seem from the appearance of the formerly congested parking places that this is so. Yesterday the Morning Post, on the January 3rd, I found, during the afternoon that many of them were half empty. Of course, during the luncheon hour St. James's-square and Waterloo-place were full, as they are so near the club and hotel centres of London, but many of the more outlying parks were sparsely used, and some of them looked as they do in the slackest "off season" part of August.

One attendant at a popular West End "park" told me that he had never had such a bad Christmas. The weather had driven everyone off the streets, and then he thought the continual "chivvying" of motorists who overstayed their leave at these "parks" had broken their spirit, and that they had really at last decided that it was not worth bringing their cars into London, but better to do their shopping by taxicab or omnibus. He thought that the two-hour limit was far too short. No one could do much in two hours if they had to go some way to their objective.

He pointed to some half-dozen cars when there was room for twice the number, and said, "They say there will be congestion if they extend the time allowance. You can't say there's much congestion there, and they will all have to go soon, and none to come in their place."

A Future Possibility.

The report of the London and Home Counties' Traffic Advisory Committee on parking places, which was issued recently, stated that they did not see any reason for extending the time allowance, and they also suggested the abolition of certain existing parking places, and the addition of several others, many of which were in the suburbs.

ROAD FUND "RAID."

M.P. Calls it a "Palpable Misappropriation."

The Showmen's Guild of Great Britain met in self-congratulatory mood at the Agricultural Hall recently, when the main business before the meeting was a vote of thanks to all those who had been in any way responsible for obtaining a rebate of the tax on motor vehicles in so far as it affected showmen.

Mr. William Graham, M.P., warned them against being too flushed, as it were, by their first victory, and advised them to keep a watchful eye on future legislation of all kinds which might react upon their industry.

The "raid" upon the Road Fund proved a fruitful source of discussion. The free use of good roads on the easiest terms, declared Mr. Graham, represented the raw material of their trade, and he would remind them that when they came to Parliament they came with a great tradition behind them and a long record of contribution to their social life.

Mr. Ben Smith, M.P., characterized the "raid" as a palpable misappropriation of money paid for a specific object. He was a member of the London Traffic Advisory Board, he said, and for the past two years all that body had received from the Treasury in respect of roads within 25 miles of London was £400,000 a year. Now they found that work undertaken had to be suspended for lack of funds, while schemes not yet started had to be suspended for a year. Many of our good roads, he said, were becoming derelict, and most of our bad roads were remaining bad.

EFFICIENCY INCREASES.

The amount of work turned out by 100 automotive workers in U.S. in 1914 is now being done by less than 80, according to the National Industrial Conference Board.

INDIAN MOTOR ROADS.

Special Committee's Report.

Delhi, Jan. 15.

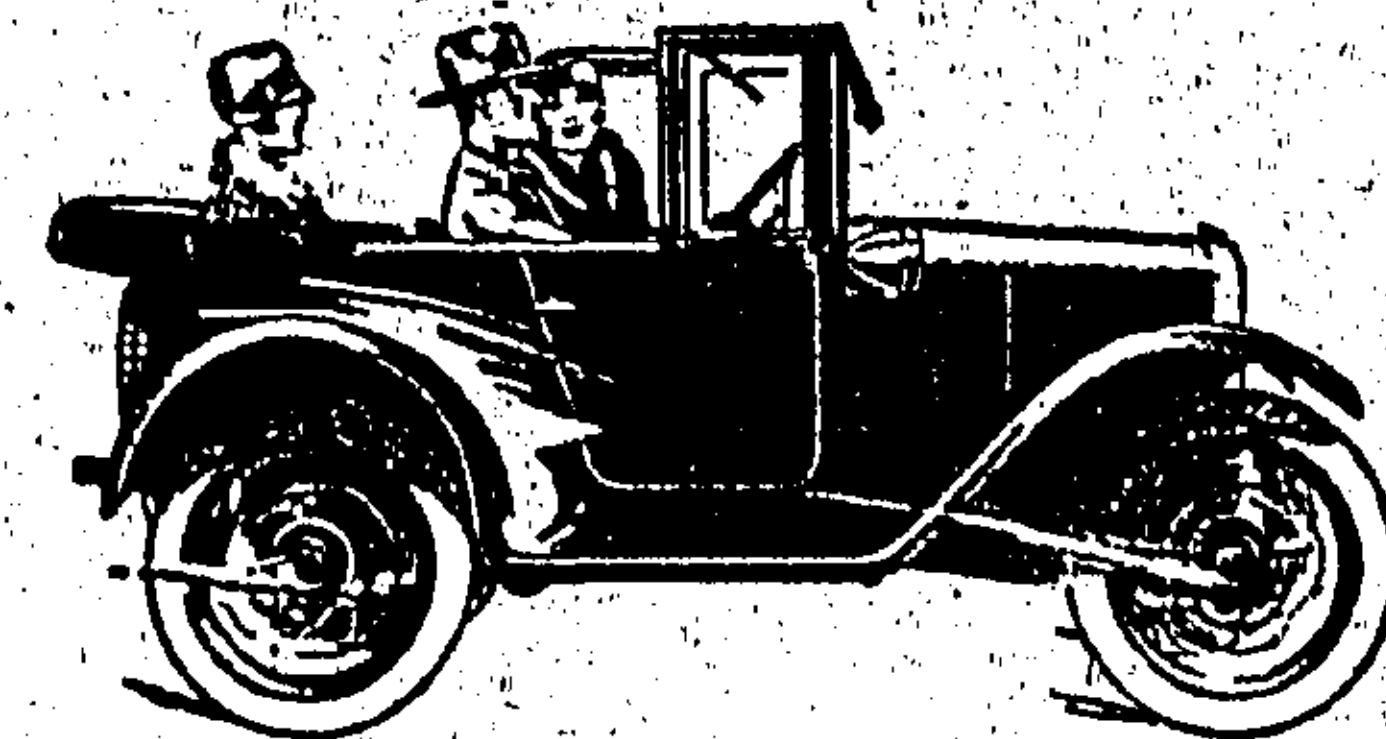
There has long been agitation, especially on the Bombay side and in circles interested in various aspects of motorizing and motor transport in India, for the adoption of a general policy for the improvement and development of roads, and in particular for central action to coordinate provincial policy in this respect, as the roads are constitutionally a provincial subject.

The matter was finally pressed upon the Government of India last winter by the Council of State at the instance of the Moslem member for West Bengal, Mr. Mahmud Suhrawardy, and Sir Arthur Froom, representing the Bombay Chamber of Commerce. The Government accepted their motion for the appointment of a Committee of the Central Legislature, and there was a conference of the Provincial Ministers concerned at Simla in the summer. This conference warmly approved the general proposals, whereupon the Government of India appointed the desired Committee, which elected Mr. Jayakar, member of the Legislative Assembly for Bombay City (Non-Moslem Urban), a Responsive Cooperator, as chairman, and dispatched a subcommittee under Sir Arthur Froom to tour the Provinces for special inquiries.

The sub-committee yesterday completed its peregrinations, which extended throughout British India, and its report has already been submitted. It is understood to indicate complete unanimity of opinion favourable to the objects in view.

The General Committee sits in public to-morrow. Several Congress members have indicated their resolve, not to attend, but their abstention will not necessarily indicate its progress, and it may be hoped that its deliberations will result in an important advance in road building throughout India.

For 1928
choose "the best small
car in the world"—



"AUSTIN SEVEN"

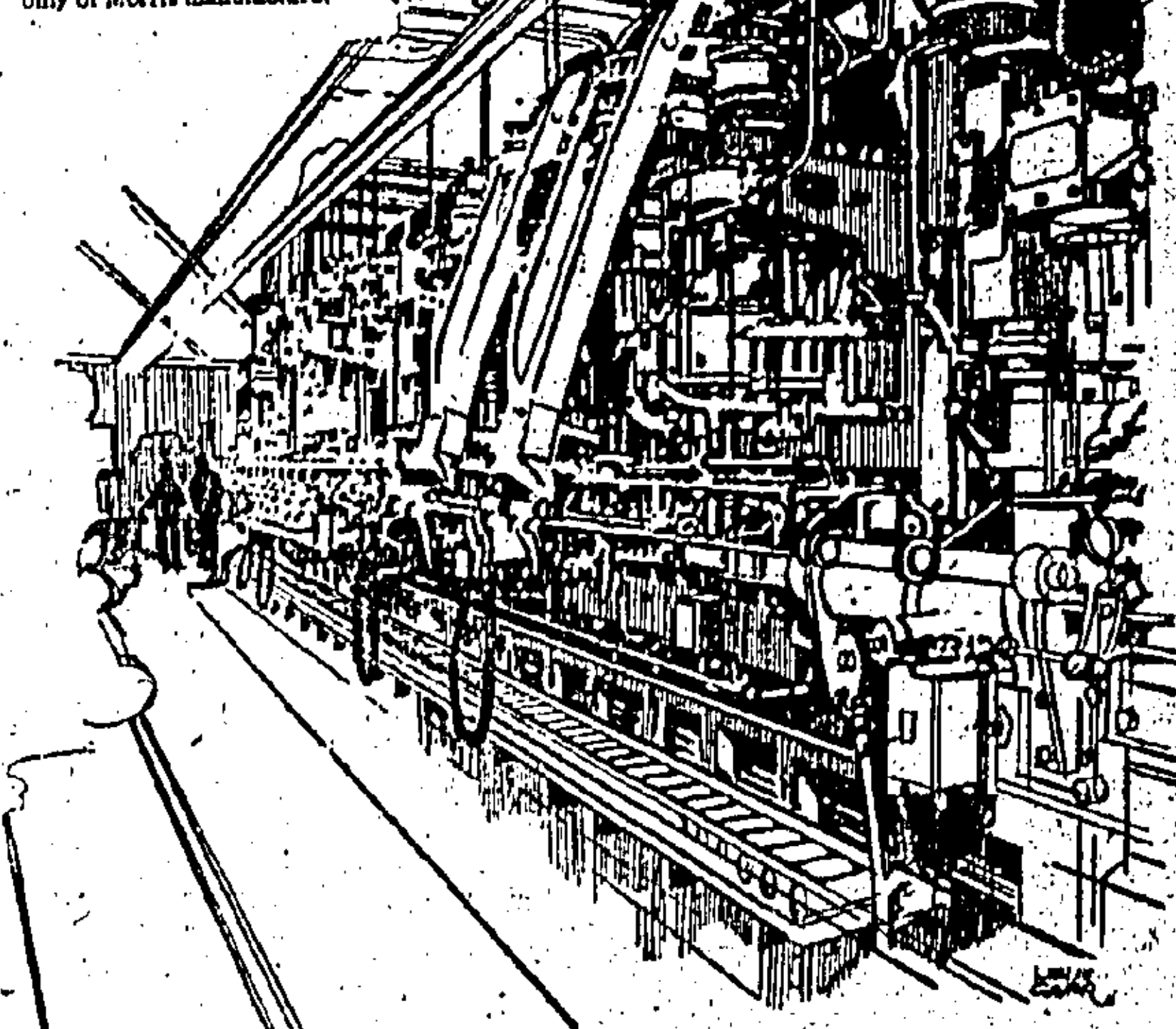
ALEX. ROSS & Co., (China) Ltd.

Prince's Building. 2 floor.—Ice House St. Entrance.

STOCKS CARRIED

JUST TO MACHINE THE GEAR-BOX.

The machine we illustrate is very big, very wonderful and very costly. Specially constructed just to machine the gear-box, it is but one link in the chain of ultra-modern machinery which is responsible for the accuracy and economy of Morris manufacture.

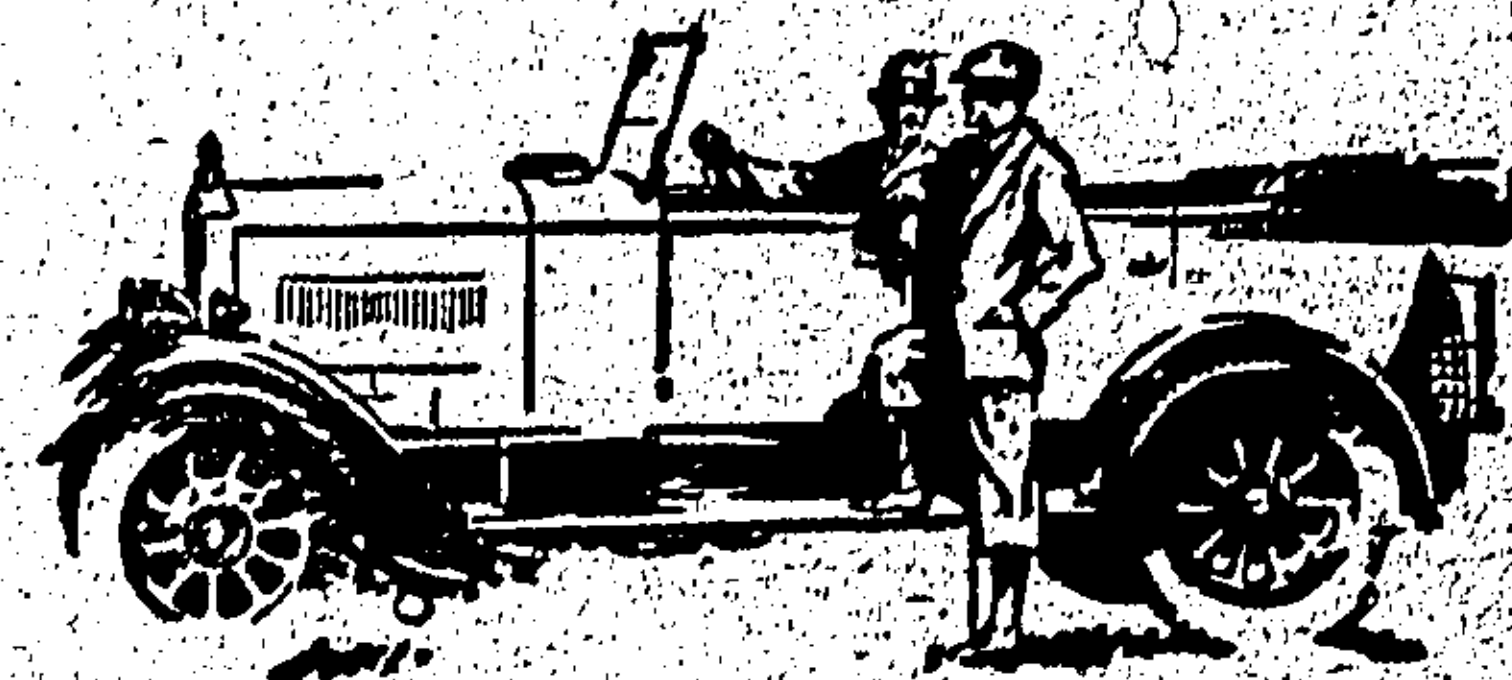


Big enough—but
not too big

THERE is nothing small about the Morris, except the cost of running it. Its engine is well up to its work, gets you anywhere a car will go, gives you all the speed that you may reasonably want. Yet judged by certain standards it is not big; it does not need to be, because it is accurately constructed to deliver every ounce of the power for which it is rated.

So it is with the chassis and gear-box; here every unit is correctly proportioned; more than strong enough for its work, yet because it is made throughout of British steel to British standards there has been no necessity to achieve this strength with large or oversized components.

Examine the "World" model Morris; note its sturdy compact design, the well-finished workmanship throughout. Then you will realise that this British car is the car of the future—the car that is big enough, yet not too big.



MORRIS

MORRIS MOTORS (1926) LTD., COWLEY, OXFORD

The Hongkong Hotel Garage.

(THE HONGKONG AND SHANGHAI HOTELS, LTD.)
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**HINTS
FOR THE
MOTORIST**
ALBERT L. CLOUGH
SAFEGUARDING ENGINE LUBRICATION.

Attention has several times been called to the fact that, excepting the destruction wrought by a bad collision, there is no accident capable of damaging a car more seriously than running its engine without oil long enough to cause its parts to seize. Even though an engine which has suffered this calamity is repaired into operable condition, it is seldom as good as before. If every motorist would look at his oil pressure gauge every five minutes while driving and stop the engine immediately when normal oil pressure is found to be lacking, there would be few cases of scored cylinders and melted out bearing-bushings, but drivers are careless and many seldom look at the gauge at all. If the oil supply becomes exhausted, pipes break, leak or become obstructed, the gauge gives an unheeded warning and the engine is damaged. If the supply of gasoline to the carburetor could be automatically shut off, upon the failure of oil pressure, the engine would stop and the most careless operator would be warned of impending danger to his engine. Sometime ago, a vacuum fuel-feed system was brought out, which cut off the gasoline supply, when oil circulation failed and recently the same idea has been embodied in an accessory safety device, applicable to existing cars. This consists of a chamber included in the fuel line, which contains a valve controlling the gasoline supply to the carburetor. This valve is actuated by oil pressure in the engine lubrication system and is held open so long as pressure is acting but when oil pressure ceases, through lack of oil, piping defects or pump derangement, it automatically closes, thus interrupting the fuel supply, stopping the engine, and protecting it against operation without oil. The employment of such a device should protect many engines from damage.

Fouled Plugs.
Question.—I have a new car which I have been running about half the time on ordinary gasoline and half the time on a much advertised brand of anti-knock fuel, which I have been told will keep cylinders free of carbon. On taking out the plugs, I find them thick with carbon and two of them were sticky with oil and carbon. I was surprised at this, as the car is brand new, has been driven only a

short distance and this special gasoline has been used. How do you account for such fouling of the plugs?
Answer.—It is not fair to expect this anti-knock gasoline to keep down carbonization under very adverse conditions, which must prevail in your engine. It does tend to reduce carbon deposition by preventing detonation and thus the imperfect combustion and production of soot which accompanies it, but it is unreasonable to suppose that its use can take care of carbon from oil, pumped into cylinders past leaky rings or that which results from the use of an overrich mixture. Two cylinders of your engine must be pumping oil, but it is possible that, after longer use, this may decrease through the rings wearing to a better fit. We strongly suspect that your carburetor is set altogether too rich and that a readjustment toward leanness would diminish future trouble from fouled plugs.

Engine Wastes Oil.
Question.—The engine of my 1925 car is a great "oil-eater." After draining and refilling the crankcase with six quarts of oil, I have to add a quart more for each 75 or 100 miles of service, while others are getting 400-500 miles per quart with cars of the same model. Where does this loss take place?
Answer.—If the exhaust is smoky and the spark-plugs and cylinder-heads become oily, there is undoubtedly a heavy loss from oil-pumping and better fitting piston-rings are required, but if there is no evidence of excess of oil passing the pistons, there must be escape past defective gaskets at joints of the housing or past felt-washers or other oil-retaining devices around shafts. As the same oil supply lubricates engine, clutch, transmission and universal, on this car, there is considerable chance for this kind of leakage. Try jacking the car up and running it on high-gear at 25 m.p.h. for five or ten minutes, with clean papers spread underneath the entire power plant and see if any drip of oil can be discovered. If so, you will know where attention is needed. It is possible that you could use some other brand or grade of oil, that would be less thinned by heat and thus escape past piston-rings and elsewhere, less freely.

A CHAT ON OIL.

Water in the Crankcase.

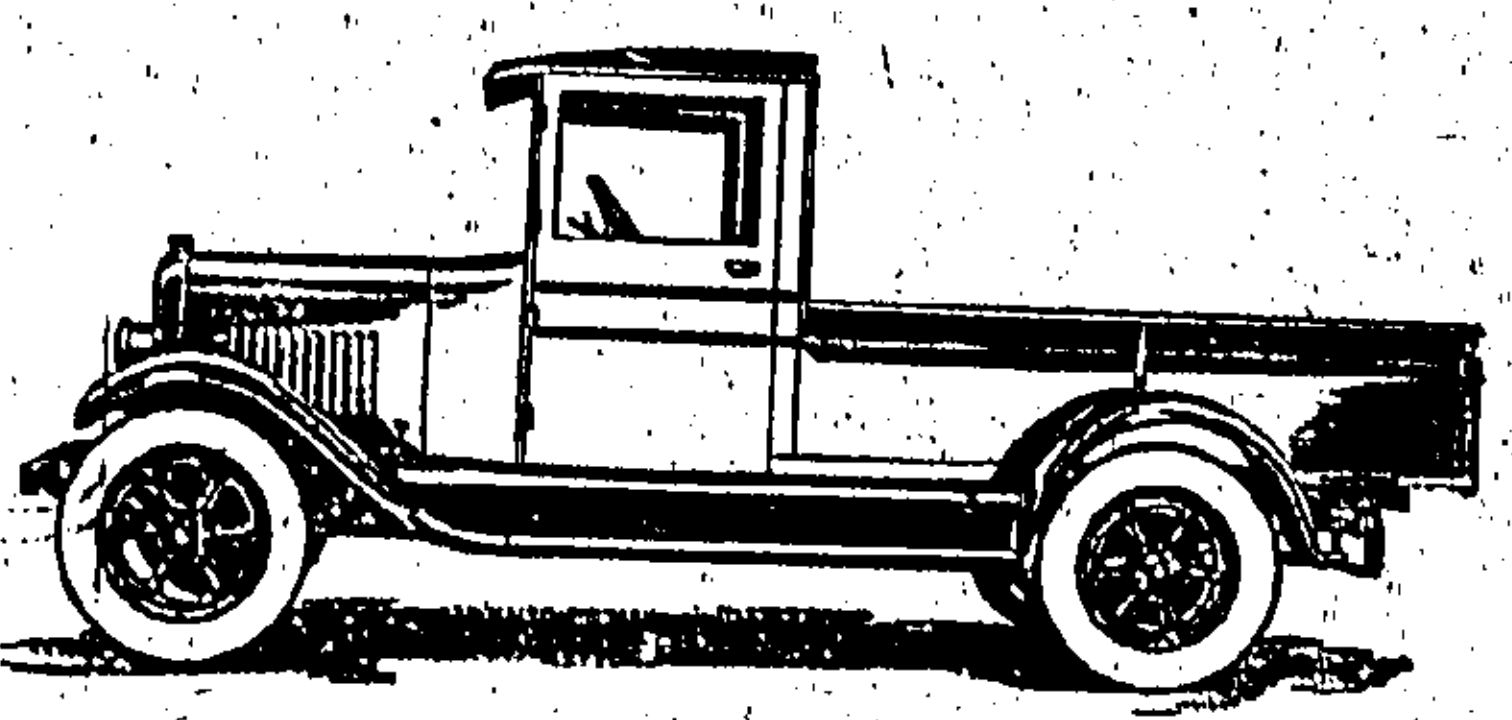
A number of the troubles encountered in winter operation are caused by water in the crankcase. Just how this water gains entrance, how an excessive amount can be avoided, and also how some of the attendant trouble can be avoided can best be explained in the following manner:

When gasoline burns, water is one of the products of combustion. This is steam at the temperature of the combustion and while the cooling water and cylinder walls are cold, some water vapour will condense on the cylinder walls and be wiped into the crankcase by the pistons. This can be greatly reduced by using a suitable winter front on the radiator so that the cooling water becomes warm as rapidly as possible, thereby shortening the usual warming up period as much as possible. If there is any "blow by" past the pistons, some steam will get into the crankcase and be condensed there. This can be reduced by proper fitting of piston rings. Very weak compression after valves have been properly seated and adjusted would indicate they need attention and repairs on pistons or rings.

Water, when it freezes in the crankcase during cold weather will cause endless trouble. It may freeze in the oil line and prevent oil circulation until the motor has warmed up sufficiently to melt the ice. This may result in burned out bearings or scored cylinder walls. The water may freeze in the form of a slush and the ice crystals will clog the oil screen preventing oil circulation. The slush will stick to the side of the crankcase and may not run out when the crankcase is drained. If this water is not removed when the crankcase is drained, trouble may be experienced after fresh oil is added, owing to the water that is left after draining.

Probably the most frequent cause of trouble due to water in the crankcase is the formation of emulsion, or as they are commonly termed "crankcase jellies." Oil and water under ordinary conditions will not mix. However, when violently agitated by the mechanical action inside the crankcase they become divided into such fine particles that considerable time is required for them to separate. The carbon and road dust which are always present are also churned

GENERAL MOTORS (G.M.C.) TRUCKS



Type T-20 Trucks are powered with the famous Buick Standard Six valve-in-head Motor—six 3 1/2" by 4 1/2" Cylinders—207 cubic inches piston displacement—R.A.C. Rating 23.44 H.P.—develops 50 H.P. at 2,000 R.P.M.—63 H.P. at 2,800 R.P.M.—20" wheels—30 x 5 rims—30 x 5 Pneumatic Cord Tyres front and rear—10" brake drums—454 square inches braking area. These General Motors Model T-20 trucks have a maximum payload capacity of 3,000 pounds and are available in the following chassis types:

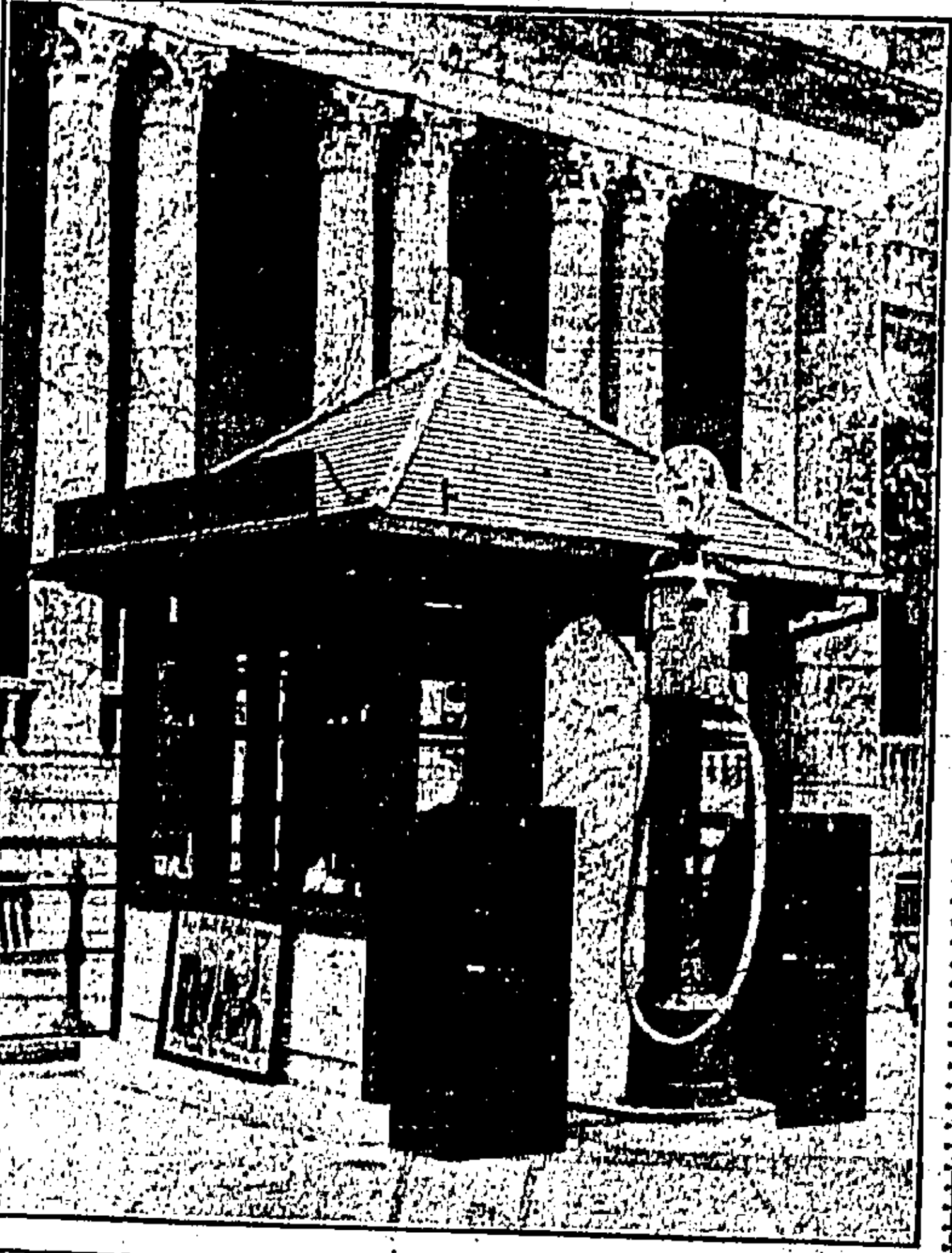
- T-20-A chassis 132" wheelbase G\$1,340.
- T-20-C chassis 150" wheelbase G\$1,460.

The above prices are for delivery in Hongkong or Kowloon. All prices and specifications subject to change without notice. General Motors Trucks are supreme in flexibility and in endurance. Equally remarkable are the low prices which are only possible because of the tremendous volume of General Motors Production. General Motors (G.M.C.) chassis are available in payload capacities ranging from 1,000 to 20,000 pounds—"A Truck for Every Purse and Purpose."

The Dragon Motor Car Co., Ltd.
Telephone Central 1246 or 1247.
33, WONG NEI CHUNG ROAD. ... HAPPY VALLEY.

into the mixture, making separation still more difficult. As a result, often a thick black tenacious emulsion or sludge is formed, which may result in the stopping up of oil screen, even oil line and passages. Therefore, it is evident that the presence of water and the troubles which it may cause are entirely independent of the oil used. These

MOTOR SPIRIT SHELL MOTOR OILS
FREE AIR — FREE WATER



CENTRAL FILLING STATION
OUTSIDE CITY HALL, HONGKONG.
The Asiatic Petroleum Co., (South China) Ltd. Hongkong.

PUTTING IDEAS TO TRIAL.

Value of Theories Put to Practical Test.

"Ideas always find a market. The problem is to prove that the idea can be applied to everyday practical uses." That is substance, is the view of Charles F. Ketterling, research engineer extraordinary. "There is a popular belief," he said, "that great and greedy corporations buy up ideas of struggling inventors which might benefit the general public and then suppress them lest they interfere with dividend-paying products already on the market. But the opposite is true. We are continually accumulating projects which when put to practical tests prove unworkable."

That is Mr. Ketterling's business—finding the facts. He heads an organization, one of the divisions of General Motors Corporation, which utilizes extensive laboratories equipped with a multitude of intricate devices for proving value or detecting faults in ideas and materials applied to the manufacture of automobiles.

Straight Tests.

For example, a wind tunnel measures the efficiency of radiators and fans; delicate apparatus gauges the intensity of headlight beams; a torsion machine determines resulting power of steel parts entering into automotive construction; a cold room, where experimenters are obliged to wear fur-lined suits, tests engines' capacity for operating in sub-zero temperatures.

Research workers studying carburetion in their endeavour to produce more efficient motors, have revealed the various elements of what enters the engine as fuel and what comes out as exhaust. One of their favourite lines of effort is found in doing what they have been told "can't be done."

Hard Finish Discovered.

Mr. Ketterling's account of the evolution of the finish now applied to motor car bodies sounds like romance. Paint makers told him paint could not be made to harden as quickly as he wished;

lacquer makers told him lacquer could not be kept from "settling" long enough to get it on the surface. But the fact-finding system produced the now familiar hard finish which requires fewer hours to apply than the number of days previously consumed in finishing a car. Thus speed of production and more satisfactory quality were attained in some process.

Packard people often are asked what the demi-tasse looking gadala on the wheel rims are. They are placed at regular intervals about the wheels, on the inside edge of the disc wheels and along the centre of the rim on the wood or wire wheels. They are seen on all of the current Packard Eights and Packard Sixes. It is explained that they serve a most important purpose for they contain the weights with which the wheels are perfectly balanced. "Steering tramp" is caused by an unbalanced wheel and the unbalanced forces increase as the speed of the car increases.

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THE HONGKONG AUTOMOBILE ASSOCIATION
A Few Advantages:—
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Reliable Drivers Supplied
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Chrysler Standardised Quality
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Chrysler Standardised Quality, by pioneering and developing scores of improvements and making them available to all Chrysler—"52," "62," "72" and Imperial "80"—has set new higher standards of value in the whole automobile industry.
Because of these extra measures of value, Chrysler cars can fairly be compared only with others of much higher price. Universally Chrysler cars represent far more than anything else the same money will buy elsewhere today.
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19, Queen's Road Central.
CHRYSLER MODEL NUMBERS MEAN MILES PER HOUR

New

52

Five body styles

Great New

62

Seven body styles

Illustrious New

72

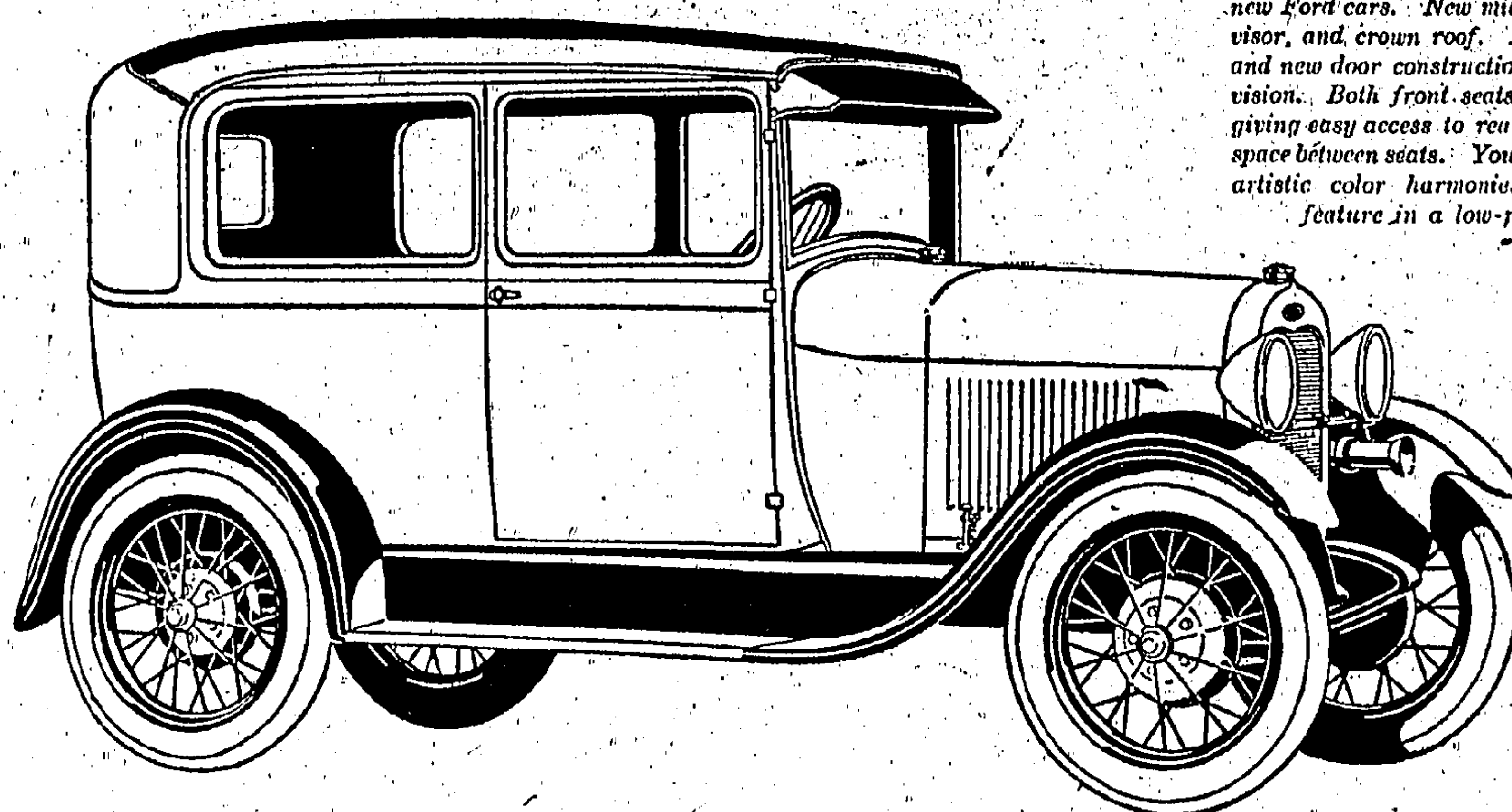
Seven body styles

Imperial

80

Eleven body styles

REGISTRATION JUMPS. CROSSINGS KILL MANY.
A total of 20,991,333 motor vehicle registrations in America for the first six months of 1927 represents an increase of 1,374,578 over the same period of 1926. Revenue realized from these registrations amounted to \$272,119,634.
More than 20,000 people were killed and nearly 60,000 injured between 1917 and 1927 through accidents at railroad crossings in America. The deaths alone, during this period, increased 26 per cent.

**NEW FORD TUDOR SEDAN.**

An example of the fine coachwork of the new Ford cars. New military-type sun visor, and crown roof. Narrow pillars and new door construction give unusual vision. Both front seats fold forward, giving easy access to rear seat. Ample space between seats. Your choice of four artistic color harmonies—an unusual feature in a low-price car.

First Pictures of the New Ford Car

Get complete
details

TODAY

at **WALLACE HARPER & CO., LTD.**

745 NATHAN ROAD, MONGKOK, KOWLOON.

(Phone: K.566.)

FOR several years we have been working on the new Ford car. For weeks and months you have been hearing rumors about it. For the past few weeks you have been reading some of the details of it in the newspapers.

Whatever you do today, take at least fifteen minutes to get the full story of this new automobile.

You will realize then that it is an entirely new and different Ford car, designed and created to meet modern conditions, a car that brings you more beauty, speed, quiet, comfort, safety, economy and stamina than you ever thought possible in a low-price car.

Automobile history is being made for the new Ford is not only new in appearance and performance... it is new in mechanical design. Many features of it are exclusive Ford developments. Some are wholly new in automobile practice. Its low price is a reflection of manufacturing improvements and economies that are as epoch-making as the car itself.

Nineteen years of experience in building 15,000,000 automobiles are behind the new Ford car and have counted in its making. Resources unmatched in the motor car industry are its heritage and its birthright.

The Ford policy of owning the source of raw materials, of making virtually every part, of doing business at a small profit per car, has cut many dollars off the price you would ordinarily have to pay for a car like this.

So we say to you—learn about this new Ford car today. Compare it with any other car in the light-car field for beauty of line—for comfort—for speed—

for quick acceleration—for flexibility in traffic... for steadiness at all speeds... for power on the hills... for economy and low cost of upkeep... for its sturdy ability to stand up under countless thousands of miles of service.

Then you will know why the new Ford car will be YOUR car.

NOTE THESE FEATURES.

Beautiful new low body lines

Choice of four colors

55 to 65 miles an hour

Remarkable acceleration

40 horse-power

Four-wheel brakes

Standard, selective gear shift

Hydraulic shock absorbers

20 to 30 miles per gallon of gasoline

Theft-proof coincidental lock

Typical Ford economy and reliability.

STANDARD EQUIPMENT ON ALL NEW FORD CARS.

Starter	Dashlight
Five steel-spoke wheels	Mirror
Windshield wiper	Rear and stop light
Speedometer	Oil gauge
Gasoline gauge	Tools
Pressure grease gun lubrication.	

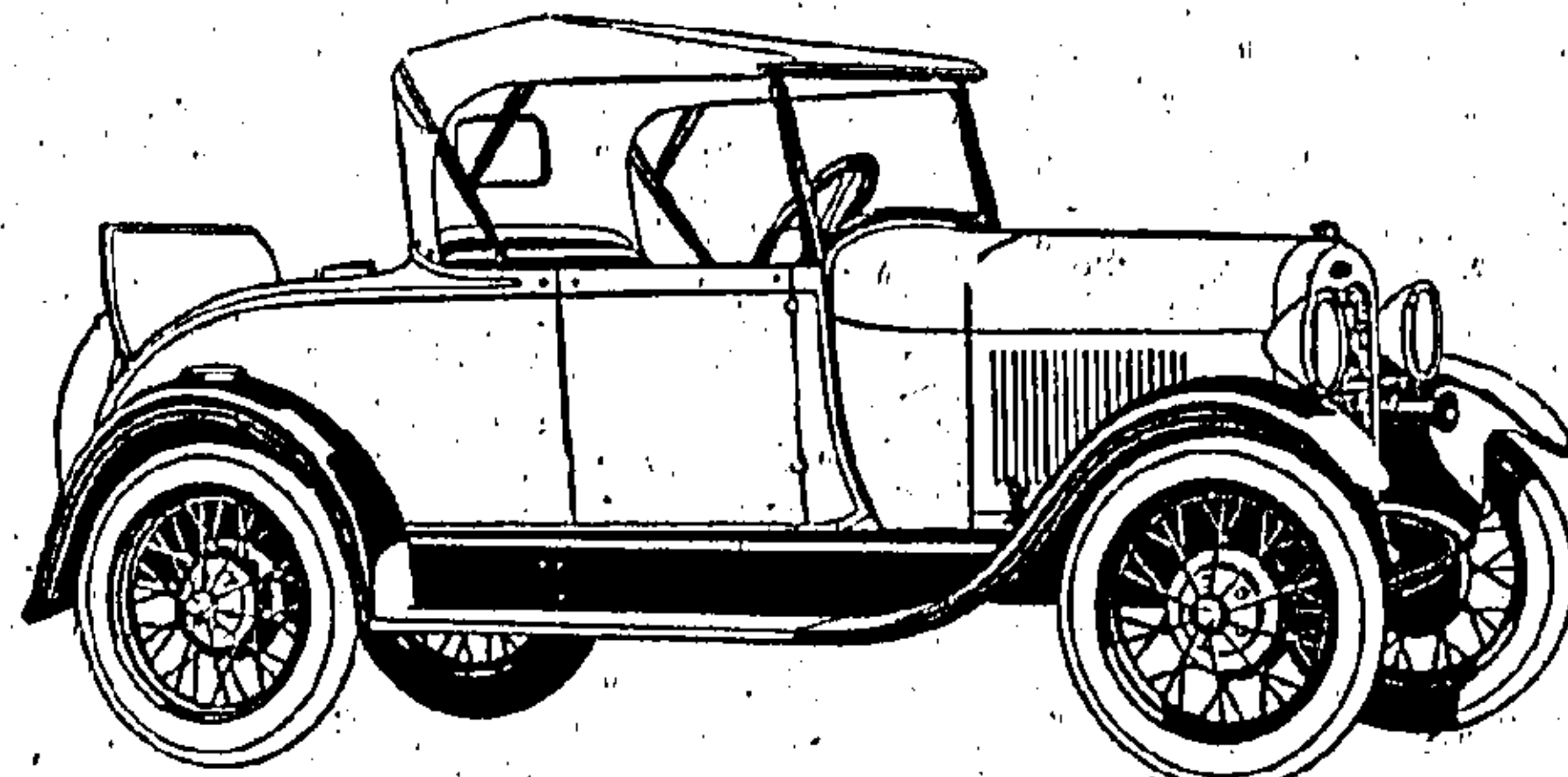
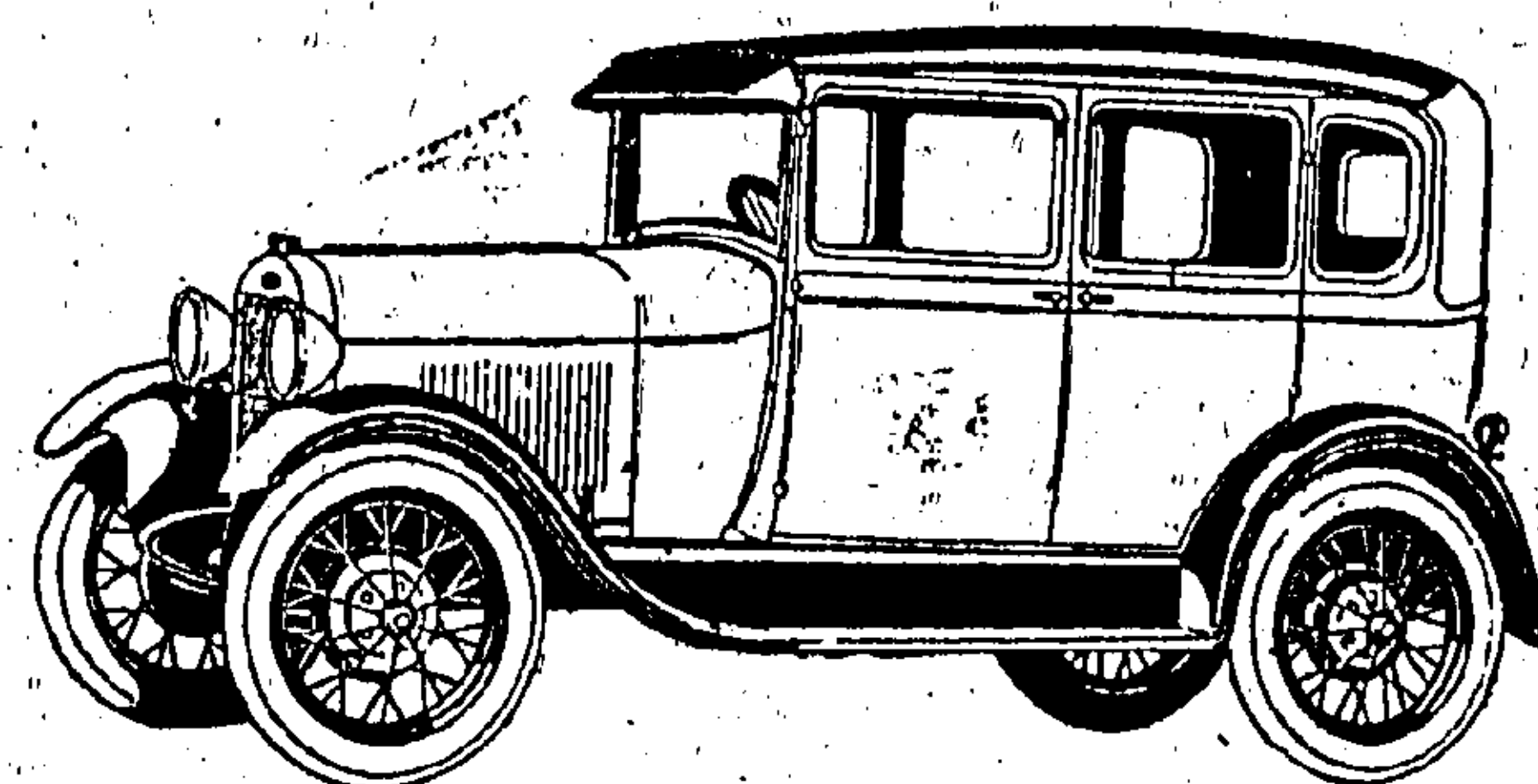
Please mail this coupon to
Hongkong P. O. Box 669, if you
will wish further information
regarding Ford cars or trucks.

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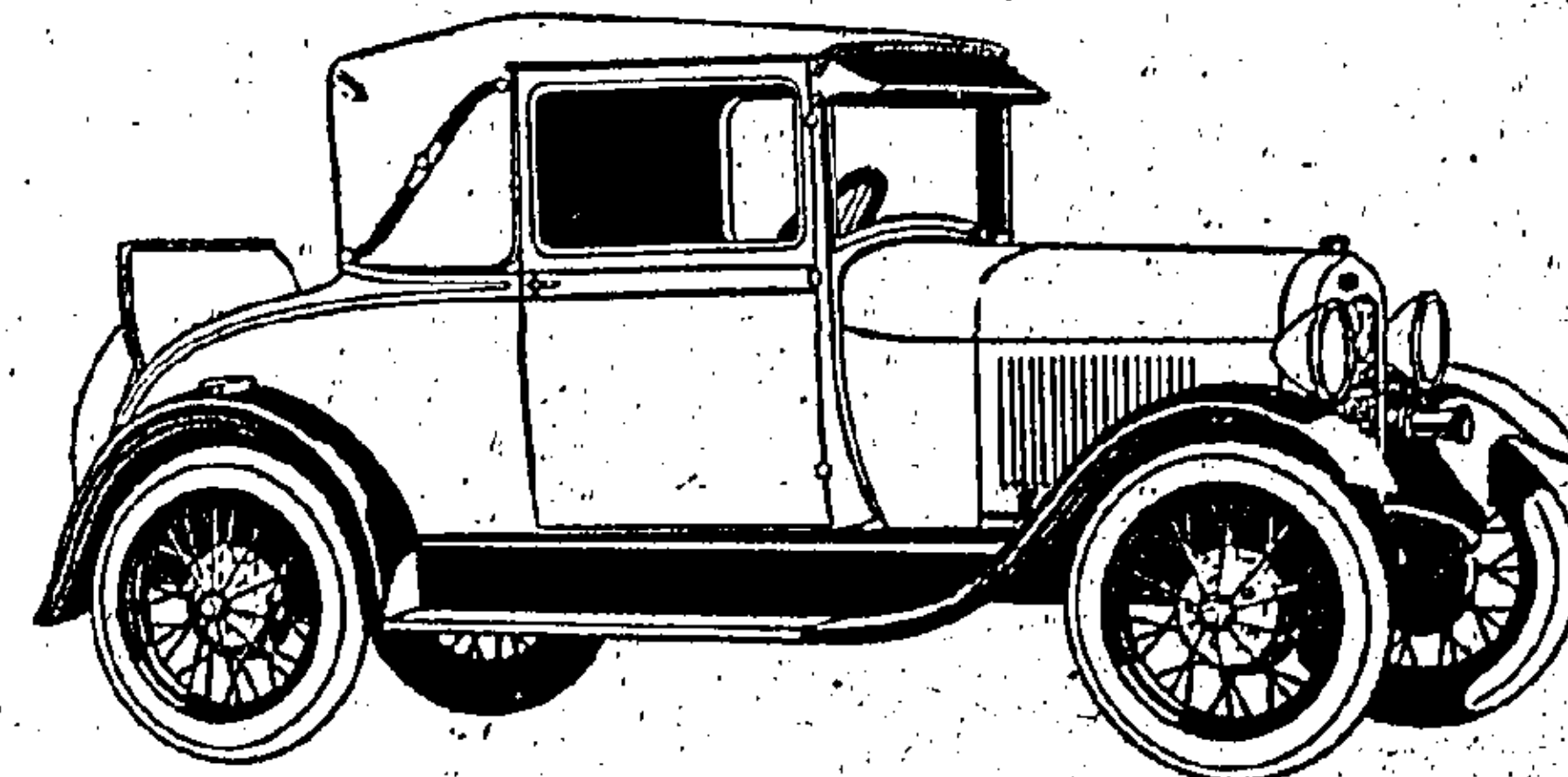
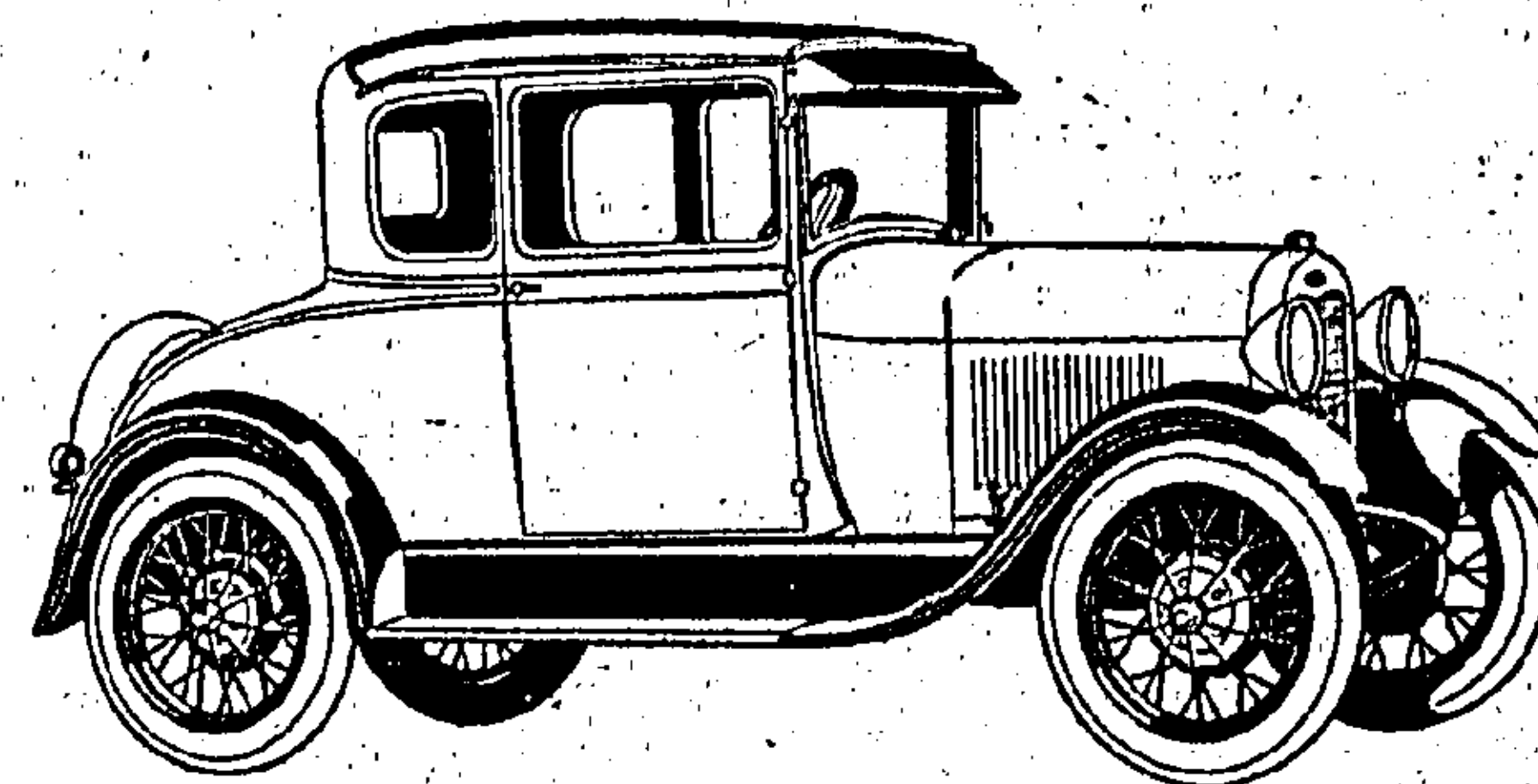
A big roomy car. Wide seats. Generous leg-room front and rear. Four convenient doors. Unusually large windows. Rich upholstery and full-nickel hardware. Dome light. Your choice of four artistic colors.

**NEW FORD ROADSTER.**

A long, low, chummy car. As fast as it looks. Wide doors. Deep cushions. Rich upholstery. Full-nickel hardware. Rumble seat optional. Your choice of four beautiful color harmonies.

NEW FORD COUPE.

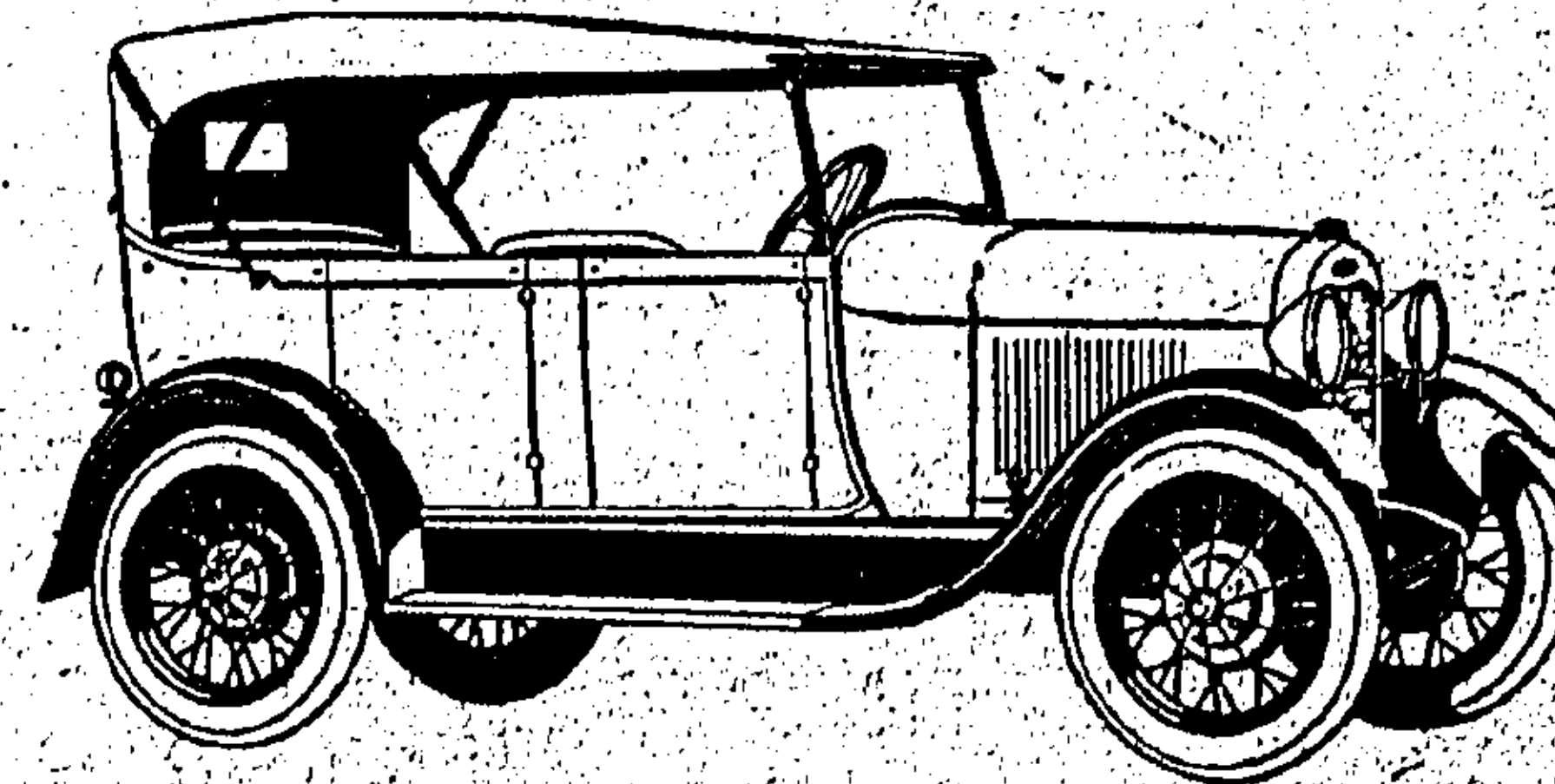
There is a bit of the European touch in the coachwork and contour of this new Ford Coupe. Handy package shelf in back of seat and unusually large waterproof luggage space in rear deck. Your choice of four beautiful colors.

**NEW FORD SPORT COUPE.**

Combines the alert smartness of the roadster and the advantages of a closed car. Rumble seat standard. Landau irons on rear quarter. Finish in four artistic color harmonies.

NEW FORD PHAETON.

Another long, low, roomy car. All four doors open forward. Curtains open and close with doors. Side curtains have unusually large windows. Your choice of four artistic colors.



FORD MOTOR COMPANY.

The Very Idea!

The car had broken down. A pair of legs protruding from beneath indicated the presence of someone attempting repairs.

"Bust up?" inquired a passer-by.

"Oh, no, only playing hide-and-seek with the works," came a muffled sarcasm from the voice belonging to the legs.

But the questioner was not easily daunted.

"What power car is it?"

"Forty horse."

"What's up with it anyway?"

"Well, an far, as I can judge," answered the car's owner, crawling from under the wreckage, "thirty-nine of the horses have bolted, and the remaining one's too upset to answer questions."

There is a wooden leg with a queer history now reposing in the Natural History Museum in London. It was worn by a wounded soldier. It began to irritate him. At last he took it off—and out came a dozen wasps. Analytical-minded experts have discovered that eggs, from which the wasps hatched, lay in the wood before it was made into artificial limbs.

Magistrates' clerk at Kingston: What is your nationality? Man: Romford, Essex.

Barrister at Bow County Court: If witnesses say you tried to get off this car long before you say, would you disagree with them? Woman: As a woman, I would.

Wife at Willesden: My husband has turned me out because I cannot keep house on 10s. a week.

Willesden landlord: This tenant is thoroughly decontrolled; in fact, he has never been controlled, has never paid rent, and owes me £21.

Man accused of drunkenness at the Thames Court: I knew I had enough so I walked into the police station.

Man, giving evidence of means at Clerkenwell County Court: He is a member of a town council, a man of substance, and a man of property.

Mr. Registrar Friend: You mean he is perisulphur near being an alderman.

A girl pillon rider has been fined because the skirt she was wearing covered the number plate. The question is, how did she manage it?

Four Christmas plums from the usual source—Geometry teaches us to bisect angles.

Contralto is a low sort of music that only ladies sing.

Henry VIII. had an abbeys on his knee which made walking difficult.

Mungo Park was discovered by the famous explorer, David Livingstone. Stock and agriculture are the chief industries of Mungo Park.

On coming out into her front garden a few mornings ago a certain resident of South Brisbane was surprised and somewhat perturbed to notice a big parcel, neatly wrapped with paper and tied with string, on the ground inside the fence. Being of an imaginative frame of mind, the lady of the house immediately fell to meditating as to its contents, and she conjured up visions of bodies of dead babies, infernal machines, and other such horrors. Fortunately a policeman lived opposite the good lady, and she decided that he would be the best person to unravel the mystery of the contents of the parcel. The policeman, however, was on duty, and the lady decided that the parcel should remain in her front garden until he came home.

Shortly after two o'clock the policeman returned, and his wife informed him of the matter. The policeman decided to investigate at once, and crossed the road. He opened the gate of the house and cautiously approached the mysterious parcel. He looked at it carefully, and then kicked it for luck. Nothing happened. The policeman drew out a pocket knife and again approached the parcel. He cut the string binding it, and very warily lifted an edge of the paper. He opened it altogether, and then the policeman, being a typical Brisbane policeman, and, consequently, having a sense of humour, stood up, and threw back his head and laughed. He laughed very heartily, until startled neighbours cautiously peered forth from the safety of their front doors. Those who knew of the parcel beseeched the constable to tell them what were the contents. He told them, and they also chuckled very audibly. Inside the paper reposed the skins of many, many watermelons.

The police are autocratic nowadays.—Mr. H. C. A. Bingley.

The whole of Europe is fermenting calamity in the devil's vat.—Mr. Lloyd George.

If people are going to tell lies they will do so whether the oath is taken or not.—Judge Sturges.

I tremble to think of the future of some of the young women who indulge in cocktails.—Rev. R. C. Gille.

THE NEW FORD.

HONGKONG IMPRESSED BY FIRST DISPLAY.

Priced at about H.K. \$1,360, the new Phaeton model Ford was shown for the first time in Hongkong yesterday and created a big surprise, not only on account of its extremely low price but for the tremendous improvements which the Ford manufacturers have made in their product. It is nothing like the old Ford, and is an entirely new car. The Phaeton model is a handsome roadster, complete with all modern improvements, while the truck, the other model on view, has so many admirable features that its price of about \$1,500 seems absurdly cheap.

The models were shown at the new showroom-garage of Wallace Harper and Co., Ltd., in Kowloon, and were displayed at the official opening ceremony by drawing away the covering flags.

Those attending were greeted by Mr. Wallace Harper and displayed a keen interest in the modern equipment of the new showroom-garage.

Mr. Roger C. Tredwell, who introduced the car, said:—We Anglo-Saxons have a deep appreciation for order, for system and for thoroughness. We admire, and it could hardly be otherwise, in view of the tremendous material growth of the Anglo-Saxon countries, the ambition, sagacity and courage which have been displayed in the creation and development of great enterprises.

In America during the past quarter of a century the motor car industry has grown phenomenally and has produced many captains of industry whose products are well known in all parts of the world.

The American Spirit.

In these men one finds what one might term the "American spirit," but anyone who believes that his inspiration comes from dwelling upon the opportunities of making money is sadly misinformed. One may also find the "American spirit" throughout the length and breadth of our land in the shops, the factories and farms and in the homes of countless men and women who are studying and reflecting upon the problems of the day.

If you search and find this spirit of America, you will discover that those who best exemplify it, whether, captains of industry or workers, have faith, hope and courage. It is these qualities which have produced our material wealth and our exports of numerous commodities; and these who have been responsible have sought wealth not alone for its own sake but for the good which it may do for others.

The New Enterprise.

It is not possible to say that one product is better than another, whether made in the same country or in competition with those of other countries. Each product must be judged upon its own merits and be valued for its perfection.

Your company has recently been formed for the purpose of distributing the well known Ford Car and you are to be congratulated upon your enterprise and for the "American spirit" which you have shown. It is a pleasure for me to attend here to-day and I desire to take this opportunity to wish you every success.

After commenting that ten per cent of the American population saw the car the first day it was exhibited, Mr. Tredwell said the most improved repair machinery had been installed in the new building. The design and lay out had been planned by Mr. Wallace Harper, the architectural work being done by Mr. W. H. Bourne and the construction by the Kien On Co.

Before officially displaying the car Mr. Tredwell concluded "I am unable to speak about the new model as I have not seen it. Mr. Harper tells me it will speak for itself and we will now let it speak."

FRENCH PETROLEUM.

NEW LAW TO PROTECT INTERESTS.

Paris, Feb. 14.

The Chamber has adopted a law revising the Customs regulations in connexion with petroleum products, and ensuring the protection of French production.

This scheme also enables the creation of refineries in French territory, which have been rendered necessary, notably by the exploitation in Mesopotamia of oil wells, belonging to the Turkish Petroleum Company.

It is pointed out that France is entitled to 25% per cent. of this new output.—Indo-pacific.

POPULAR RESIDENTS LEAVING.

MR. E. B. C. HORNE'S HONGKONG ACTIVITIES.

Mr. and Mrs. E. B. C. Hornell, who have been closely identified with the social life of the Colony during the eight years of their residence here, are leaving Hongkong for Shanghai on Monday by the s.s. President Taft. During their stay here they have both made a very large number of friends by whom they will be greatly missed, and the best wishes for their future welfare will go with them from the community in general.

Mr. Hornell came out to Shanghai for Messrs. Jardine, Matheson and Co., in 1906 and remained there until 1910, when he was transferred to Hongkong. He became the Secretary of the China Sugar Refinery Company and has been employed in that capacity up to the present time. On his return to Shanghai he will take up another appointment with Exco.

P.R.A. and Peak Club.

During the eight years Mr. Hornell has resided in Hongkong he has identified himself with many local interests. He was one of the promoters and organisers of the Peak Residents' Association which was inaugurated in the early part of the year 1922 and he has discharged the duties of Hon. Secretary and Hon. Treasurer ever since its inception. Mr. Hornell is now resigning that position, which will be taken by Mr. A. Murdoch.



Mr. Hornell, when approached by a Telegraph representative said that although no meetings of the P.R.A. had been held for a considerable time, the officials were still dealing with many matters affecting Peak residents. He pointed out that there was nothing of sufficient importance to warrant the calling of a meeting at present; nevertheless, the officers were promptly dealing with all matters brought to their attention.

As the Hon. Secretary of the Peak Club, which position he took over in April 1923, Mr. Hornell has done a great amount of work. The esteem and appreciation in which he is held was exemplified on the occasion of the fancy dress dance which was held at the Club on New Year's Eve when he received from the hands of the chairman, Mr. F. C. Hall, on behalf of the members, a silver salver inscribed with 120 names.

Angling Club.

The Hongkong Angling Club is another body that has reason to be grateful to Mr. Hornell for his work as Hon. Secretary. This Club was organised with a view to obtaining data of fresh water and sea fishing for the purpose of compiling a record which would

(Continued on Page 13.)

CANTON MEMORIAL SERVICE.

IN MEMORY OF THE LATE DR. SUN YAT-SEN.

A big memorial service is to be held at the East Parade Ground, Canton on March 12th, the third anniversary of the death of Dr. Sun Yat-sen.

Thousands of Kuomintang members and all the principal officials of the Government and the Army are expected to be present. A big mass parade will follow the service. In preparation for the event, members of the Canton Provincial Kuomintang Association will meet on Tuesday to request the Canton Political Council to grant a sum of \$4,000 to cover the expenditure.

The Government has informed all schools and public organisations that there will be a holiday on March 12th, and at noon guns will be fired, to be followed by three minutes' silence.

be of widespread use. Nothing has been done under the Club's auspices for a considerable time, and its officials will now have to consider whether the Club should cease or whether another attempt should be made to obtain the data for the securing of which it was originally formed.

Another work with which Mr. Hornell has prominently identified himself is the Hongkong Horticultural Society, of which he has been Hon. Secretary until this year, since 1924. At the Society's annual shows he has competed both from its own garden, and has been successful in winning a number of prizes.

Rowing Cup.

Mr. Hornell was also interested in the Royal Hongkong Yachting Club and presented the Hornell Cup for Hong four's rowing. In explaining the reason why he presented the Cup, Mr. Hornell said our representative that previously the Army and the Navy could compete and as it was unfair to expect men working in offices—who did not have the opportunities of keeping themselves as fit as Service men—to compete, the cup was given to encourage young business men. Mr. Hornell took an active part in rowing events when he coxed Jardine's crew some years ago.

These are only a few of the spheres of life in which Mr. Hornell has interested himself during his residence in the Colony, but they are sufficient to show that, although a busy man, he has managed to find spare time in which to undertake much honorary work in the public interest. In all to which he has put his hand, he has worked with energy and enthusiasm, and by his departure Hongkong will be suffering a big loss.

Both Mr. and Mrs. Hornell have enjoyed much popularity in the social life of the Colony, whilst in the realm of sport Mrs. Hornell has figured prominently in golf. This year she reached the semi-final of the Ladies' Championship when she met defeat at the hands of Mrs. Tottenham. She also played her way into the final round of the Captain's Cup but lost to Mrs. Dodwell by two and one. Mrs. Hornell has served on the Advisory Committee of the Peak Club and also on the Committee of the Ladies' section of the Royal Hongkong Golf Club.

HERE AND THERE.

Water-logged Laws—In Monkeydom—Woman-Haters.

[BY "ARGUS"]

If there were no laws, there would be no lawyers, and, conversely, if there were no lawyers, there would be no laws. The closer affinity between laws and lawyers notwithstanding, it is interesting to observe the attempts which are often made to pick holes in the laws enacted by our Legislature, leading to much subsequent tinkering and tightening up of the phraseology employed. We are often told in Court that such and such a regulation is ultra vires of the Ordinance; that the said Ordinance itself is antiquated and out-of-date; that certain summonses or charges should not have been brought at all; and that having brought them, the authorities are themselves guilty for the very deficiencies in the laws which they brought into being. All of which is very pertinent from the legal viewpoint, and it also works to the purpose that many a case based on the logic of ordinary commonsense has been thrown out because the Ordinance under which it was unfortunately brought has been loosely worded. One is left to wonder if some laws do not, as a consequence, collapse, not so much from the ponderous load of the phraseology, as from the fact that the load is not evenly distributed.

We hear a lot, these days, about emancipation, but apparently it has not occurred to many folk that the humbler members of the animal kingdom might be included in this movement—particularly the monkeys which we often see hauled about our streets by able-bodied men who seem too lazy to attempt a good day's work. Under the lash of their owners, these little "Jackies" are made to prance and jump about and do all manner of tricks so that money can be extracted from onlookers. It may be that some of these creatures once enjoyed the experience of climbing about in shadowy forests, instead of bamboo poles, where luscious fruit and nuts made far more agreeable fare than that provided by the rice-bowl which they are now forced to share with their owners when they get anything at all. The Emancipation of Monkeydom certainly appears desirable, and it is a matter to which our Society for the Prevention of Cruelty to Animals might well give some attention.

If one is to pay serious heed to the utterances made at a recent debate, there are in our midst a prolific number of woman-haters. The gathering resolved itself into an inquisition sitting to investigate the weaknesses of the fair sex, on the question whether woman should be given the Parliamentary vote at the age of 21. The ladies retorted by professing to discern in menfolk a large measure of self-conceit and too much love, for the cup that cheers. One particularly pessimistic male speaker in referring to the "upward" trend of modern fashions, was told that he would probably be glad to know that next Autumn's fashions would favour rather more material. He must have his last word, however, and in declaring that only minor business positions were filled by women nowadays, said that, even so, they had not made a success of their opportunities, as in "licking stamps they invariably left a trace of rouge on the paper. Verily, an out-and-out woman-hater!

Fish bones are being turned into ornaments for women's hats by an English firm.

HOW MUCH DO YOU KNOW?

TO-DAY'S QUESTIONS.

The following general knowledge paper has been taken from the Daily Express.

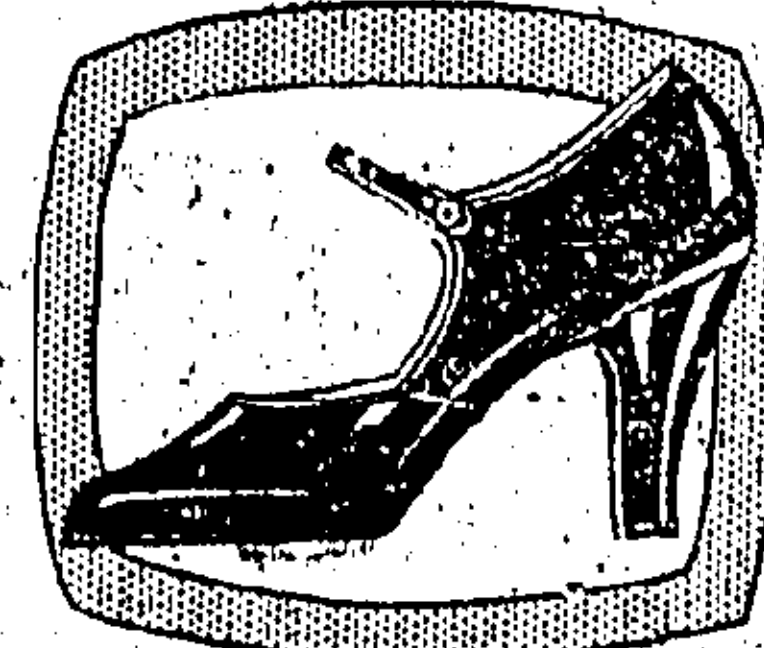
Answers, for those who need them, will be found on Page 16 of this issue.

1. What "American old masters" have been sold recently to the City of Washington, and by whom?
2. What agreement has just been signed by the Canadian and French Governments?
3. With what country do we associate Mr. Howard Carter's name, and what work has he recently completed there?
4. Does a herald carry a trumpet?
5. Who were the Three Fates?
6. How did the Victorian fashion of wearing beads begin?
7. What is the only solvent of gold?
8. Who wrote "Hope springs eternal in the human breast," and what is the next line?
9. In what English seaside town is there a district called "Plains of Waterloo"?
10. Give the name of King Arthur's sword.
11. Who were the following: Piero Gavasso; Elizabeth Woodville; Lanfranc; Caroline of Anspach?
12. In what counties are these towns: Grimaby; Luton; Crewe; Plymouth; Oundle; Sunderland?

Again we show advanced models for the coming Season. RECEIVED THIS WEEK NOTE.



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Seldom have I found a more comfortable shoe than —

"FAVORITE"

They look well, they last well and certainly fit well — And are moderately priced.

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POWELL'S FOR BETTER FOOTWEAR.

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EXCHANGE BUILDING



HOT BATHS ARE ALWAYS READY Morning—Noon—or Night, IF YOU USE A

GAS WATER HEATER

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Use **PURICO** THE UNEXCELLED COOKING FAT

Obtainable at All GROCERS & STOREKEEPERS.

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HONGKONG CHAFF.

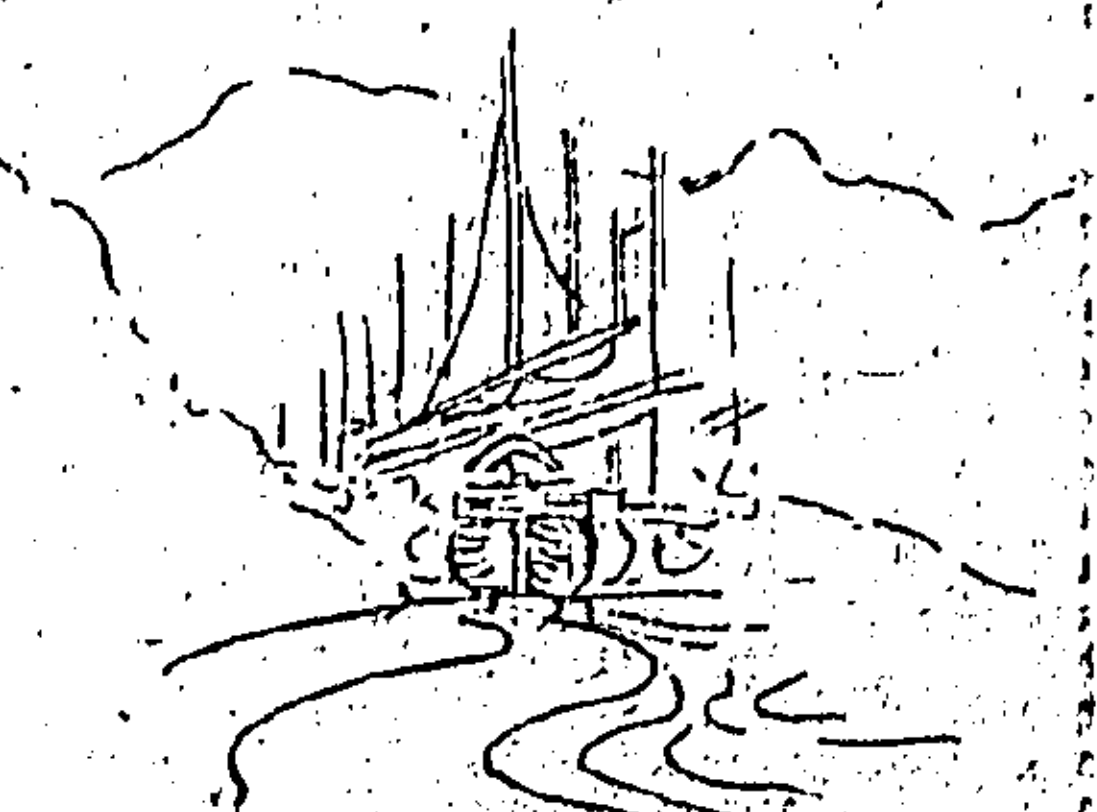
By B. R.-B.

Aberdeen

Is none too clean,—

But it's a feast for the eye

As you pass by.



"PESCO" UNDERWEAR.

For MEN

ALL WOOL.

(Finest British Make)

LESS 20%

THIS WEEK.

LANE, CRAWFORD Ltd.

(AND REDUCED)

ARE YOU SICK?

Why continue to suffer when you can investigate and learn how others were cured of the following ailments?—

Malaria fever, catarrh, cough, asthma, bronchitis, rheumatism, dropsy, kidney trouble, diabetes, gastritis, nervousness, constipation, etc., etc.

Consult Mr. Yee Foo Lun, Chinese Herbalist, who has had over 25 years experience in America, and who is charge of

THE POO ON HERB Co.,

62A, Queen's Road C. (entrance: 66 Queen's Road)
Hours: daily 9 a.m. till 12 noon; 1.30 p.m. till 5 p.m.

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THE HONGKONG BENEVOLENT SOCIETY (Established 1889)

OF PARTICULAR INTEREST TO BUSINESS
AND PROFESSIONAL MEN

is Page 3, of the

38th ANNUAL REPORT AND STATEMENT
OF ACCOUNTS

of the above Society,

NOW IN THE POST
PLEASE LOOK OUT FOR IT.

TO-DAY'S FILMS.

FINAL SCREENINGS OF "LOVERS."

Showing for the last time at the Queen's Theatre to-day is "Lovers," Ramon Novarro's first film since "Ben-Hur." A romance of modern Spain, "Lovers" is unique in that it has no conventional villain, the place of the villain being taken by the invisible tongues of scandal which blight lives and wreck souls. The plot is developed with rare dramatic intensity from one climax to another, including a sensational sword duel. Alice Terry, leading woman of "The Four Horsemen," heads a brilliant supporting cast.

World and Star.

Other pictures showing for the last time to-day are "Altars of Desire" at the World Theatre and "The Road to Yesterday" at the Star Theatre. "Altars of Desire" presents the star of "The Merry Widow," Mae Murray, in the story of a willful society beauty. Conway Tearle is excellent as her leading man. "The Road to Yesterday," produced by Cecil B. De Mille with Joseph Schildkraut, Jettie Goudal and William Boyd in the leading roles, deals with the theory of reincarnation. A railway smash precipitates the principal characters into the past, where a series of dramatic incidents are depicted as having a vital bearing on their present day lives.

QUEEN'S THEATRE.

TUESDAY'S INTERESTING DOUBLE PROGRAMME.

The attraction at the Queen's Theatre on Tuesday and Wednesday of next week, according to a special advertisement in this issue will be the screen version of William J. Locke's brilliant novel "The Side Show of Life." The leading players are Ernest Torrence and Anna Q. Nilsson. The story begins with Ernest Torrence as an English clown in a French circus and Anna Q. Nilsson a lady of high family who falls in love with him. The coming of war brings about many changes in the lives of these two, the clown rising to the rank of brigadier general. The climax is distinctly unusual and not a little dramatic. The photography is excellent, there being a number of scenes of an English country mansion with its gardens and lawns. An additional attraction on Tuesday and Wednesday will be the appearance of Miss Chee Toy, a Chinese singer who has been "billed" at London and New York theatres. Miss Chee Toy will submit popular English and Chinese songs at all performances.

AMERICA & ENGLAND.

MUTUAL EXACERBATION SHOULD BE ADMIRATION.

Mr. C. A. Stonehill writes to the Morning Post as follows: "Sir,—There is one, and only one, real and fundamental point of friction between the Englishman and the American, taken as a whole. This is one of self-satisfaction and of intolerance of the other's point of view. We suffer alike from this same complaint, which should be a bond between us, rather than a point of alienation. The American is puffed up with his material success, with his progress; the Englishman points to his long line of illustrious ancestors and to a glorious national history. Each is liable to underrate the idols of the other. Why, therefore, induce a feeling of contempt for the American in so many instances where facts are capable of several interpretations? Who would expect that the same conditions and rules which apply to a thickly-populated area such as New York should be equally applicable in the wilderness of Arizona? Has not the British Empire itself different laws to govern the diverse areas which are under its control? Are the laws of Germany, Italy, or France to govern England? Or vice versa? Western Europe, from the point of view of area, could be put into the one State of Texas! Yet in that comparatively small area exist more conflicting interests than in the whole of America."

If you will criticise America, let it be on the grounds that that country allows so much corruption to enter into its politics. No one in America questions this. We admit it, and shake our heads and say, "What a pity. Politics are so corrupt that no decent, self-respecting man will go in for politics or office." Let us hear more on this score! If your paper, if England, if the whole of Europe can shame America into some action on this question, many, many problems, not only local, but tending toward the international, will be solved.

May I add, in closing, that what is called in England "the flapper vote" has had a considerable effect on local politics in America. The "women" of the political "bosses," the wives and daughters of the corrupt voters, who are being bribed at every election, are voting with their "men." The result is that the unintelligent, the corruptible vote in cities like Chicago and New York, has been more than doubled; while the women of the bourgeoisie take no corresponding interest or cannot find the time to cast a similar vote in opposition.

SHARE PRICES.

TO-DAY'S QUOTATIONS.

The following is the list of local share quotations issued to-day:

Banks.

Hongkong Bank, \$1270 sa.
Chartered Bank, \$214 b.
Mercantile A. & B., \$332 n.
P. and O., \$10 n.
East Asia, \$671 b.

Insurances.

Canton Ins., \$627 b.
Union Ins., \$310 b.
North China Ins., Tls. 143 n.
Yangtze Ins., \$461 b.
China Underwriters, \$24 n.
China Firs, \$215 n.
H. K. Fire Ins., \$685 b.

Shipping.

Douglas, \$43 b.
H. K. Steamboats, \$27 b.
H. K. Tugs, \$230 s.
Indo-China, (Prof.), \$361 b.
Shell Trans., \$7/- n.
Union Waterboats, \$20 b.

Mining.

Bonguets, \$31 s.
Kailans, 66/- b.
Langkats, Tls. \$184 s.
Shai Exploration, Tls. 2.85 n.
Raubs, \$41 b.
Tronohs, 17/6 b.

Docks, etc.

Kowloon Wharves, \$1331 sa.
Whampoa Docks, \$481 b.
China Providents \$6 sa.
Hongkows, Tls. 165 b.
New Engineering, Tls. 5 s.
Shanghai Docks, Tls. 97 b.

Cottons.

Ewo Cottons, Tls. \$7.60 s.
Orientals, Tls. 2 b.
Shai Cottons, Tls. 48 (old) b.

Lands, Hotels, etc.

H. and S. Hotels, \$8.65 b.
H. K. Lands, \$647 b.
Shai Lands Tls. \$137 b.
Humphreys, \$144 b.
Realities, \$8.90 b.

Territorials, etc.

Public Utilities.
Tramways, \$25.95 s.
Peak Trams, (old) \$14 n.
Star Ferries, \$63 n.
China Lights, (Comb.) \$16 b.

Electricities.

H'kong Electric, \$731 n.
Macao Electric, \$21 b.
Telephones \$4.25 b.
China Buses, Tls. 63 n.
Singapore Traction, 11/9 b.

Industrials.

China Sugars, \$10.40 n.
Malabona, \$272 n.
Canton Ices, \$1 b.
Cements (Comb.) \$11.60 n.
Ropes (Old) \$91 sa.

United Asbestos \$10 s.

Stores &c.

Dairy Farms, \$20 b.
Watsons, \$12.40 b.
Der A. Wing, \$6 s.
Lane Crawford, \$3.15 b.
Mackintosh, \$22 s.
Sinceres, \$9 b.

Wm. Powells, \$5 n.

Miscellaneous.

Amusements, \$29 b.
Constructions, \$11 n.
B'que Ind. G. Bonds, 56% b.
H. K. G. Loan, 5% Prop.

LOCAL FOOTBALL.

CHARITY MATCH TO-MORROW.

A charity football match will be played on Sunday afternoon at 4 p.m. on the Hongkong Football Club ground between a combined team of selected players of the Club de Recreo and the Chinese Athletic Association against the Royal Navy. The match has been arranged under the joint auspices of the Club de Recreo and the Chinese Athletic Association and the proceeds will be in aid of the Society of St. Vincent de Paul and various Chinese charities. This is the first occasion which the Club de Recreo and the Chinese Athletic Association have combined, and it is a matter for speculation as to how they will fare. A keen and "close" game is expected. The Hongkong Football Association has kindly consented to donate a ball for the match and it will be auctioned at half-time. Mr. Hollands will referee.

The teams are:
Chinese Athletic and Recreo.—Pau Ka-ping; Lai Yuk-tat, Ng Kam-chuen; Lum Yuk-ying, Wong Shui-wa, Xavier; Chan Kwong-lu, Suen Kam-shun, Gozano, Rocha and Teo Kwai-shing.
Royal Navy.—Tomkins (Tom); McCormick (Carlsle); Apps (Carlsle); Leonard (Tamar), Cunliff (Seraph), Tooley (Ambrose); Jones (Petrel), Wilcox (Marazion), Northey (Ambrose), Lennard (Carlsle) and Jones (Seraph).

vote" has had a considerable effect on local politics in America. The "women" of the political "bosses," the wives and daughters of the corrupt voters, who are being bribed at every election, are voting with their "men." The result is that the unintelligent, the corruptible vote in cities like Chicago and New York, has been more than doubled; while the women of the bourgeoisie take no corresponding interest or cannot find the time to cast a similar vote in opposition.



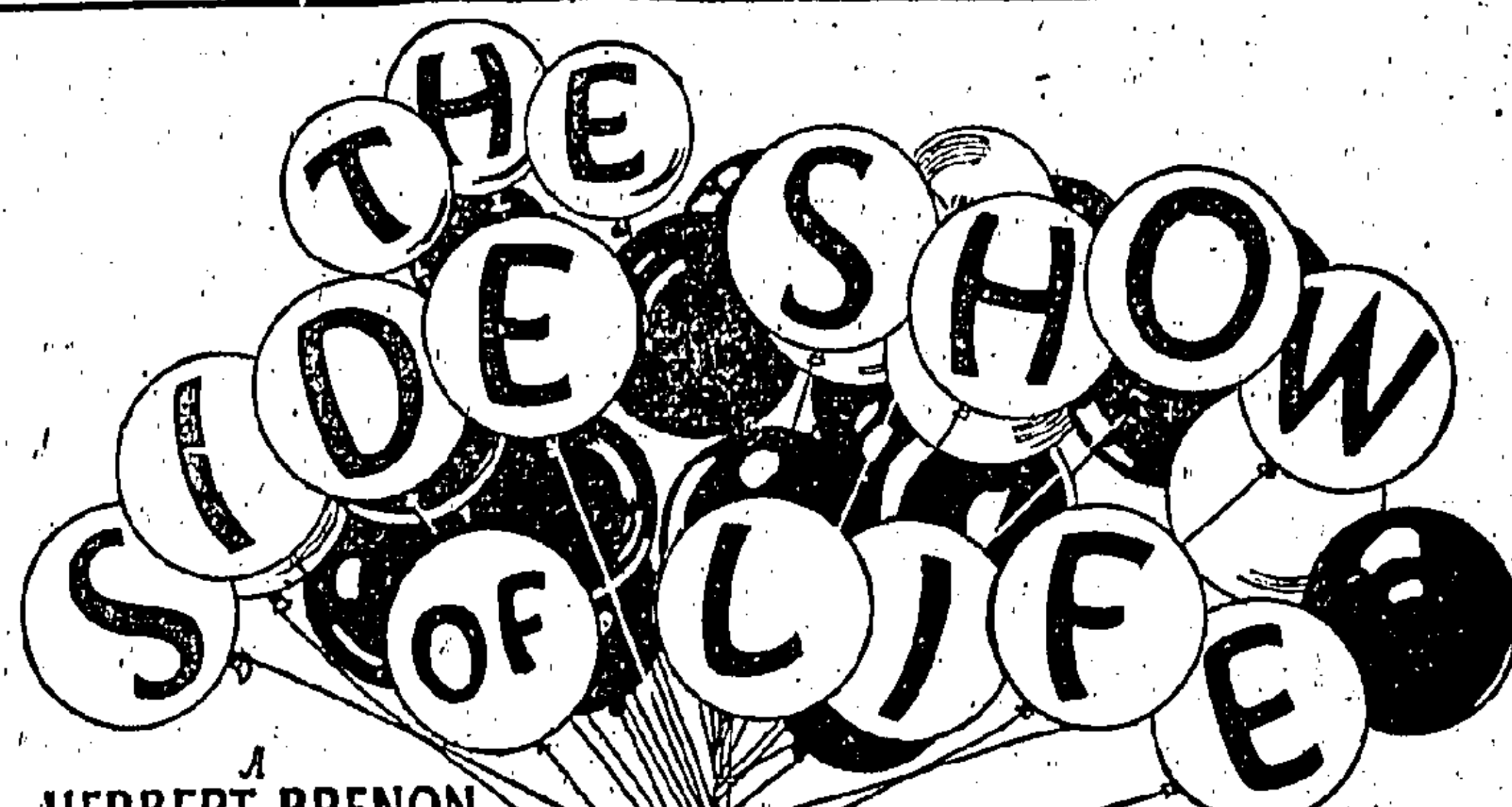
SEA LION IN LONDON.

COLISEUM PERFORMER'S TAXI BATHING HUT.

Pasha, one of Palermo's sea lions appearing at the Coliseum bathed in one of the Trafalgar-square fountains at the end of January.

He thoroughly enjoyed his swim and barked enthusiastically. A crowd collected, and soon a policeman came along to investigate. He took particulars, saying that Pasha might have infringed the regulations against bathing in public places. It was a question for the Office of Works, he added. The reason Pasha was given

this special treat was that Mr. Palermo, passing Trafalgar-square, noticed the fountains and instantly thought of his pets. He took Pasha from the Coliseum in a taxi and the sea lion got out and waddled across the square. After his swim he was taken back to the Coliseum by taxi.



HERBERT BRENON

Production

ERNEST TORRENCE
ANNA Q. NILSSON

W. J. Locke's brilliant story of an English clown in a French circus who rose to the rank of brigadier general during the war and won the love of a beautiful daughter of nobility and the strange events that followed his return to the circus when peace was declared.

a
Paramount
Picture

ADDITIONAL ATTRACTION

MISS CHEE TOY

Popular English and Chinese Songs.

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QUEEN'S

TUESDAY & WEDNESDAY

Usual Times & Prices.

GET IT AT THE
QUEEN'S DISPENSARYFresh stocks constantly arriving.
22, Des Voeux Road, Central.
Tel. C 492. Tel. C 492.WOMAN'S
World

ELITE STYLES

for—
DAINTY HATS
LOVELY HAND-BAGS
NOVEL FANCY GOODS
A. P. C. Building

A BEAUTIFUL CINEMA STAR.



A new picture of Dolores Del Rio, who recently helped to start a fund for improvident screen actors.

THIS WEEK'S RECIPE. FOR CLEVER FINGERS.

APPLE MOUSSE.

Wipe and cut up 2lb. of apples without peeling or coring them. Cook them with barely sufficient water to cover, a dessertspoonful of sugar, and a strip of lemon peel. Rub through a sieve and add more sugar and the strained juice of a lemon.

Whisk the whites of four eggs to a stiff meringue, flavour with vanilla, and stir gradually to the apples when they are cold. Have ready a red jelly set in a plain, round tin about 2in. deep. Turn it out on to a glass dish and pile the apple mixture on the top. Sprinkle with pink sugar or finely

THE DAINTY NIGHTIE CASE.

The newest nightdress cases are no longer the slender, flat affairs we used to know. They are either huge, soft, plump looking things that appear to be first cousins to the cushion, or else they are practically non-existent. That is to say, the nightie is slipped into a small pocket in the elder-down quilt. The pocket is often attached to the underside of the quilt, though sometimes it takes the form of a huge "rose" made of matching taffetas ornamenting one corner of the silk bed-covering, and underneath this, the nightie is concealed.

Silver Flowers.

If you cannot find a material to match your quilt, a flower made of gold or silver tissue is quite permissible. Each petal is sewn to a round silk or tissue foundation, beginning at the outside edge. The circle is then laid on the corner of the quilt, half being sewn to it, and the rest remaining open to form the pocket.

Separate nightdress cases are usually made of taffetas, or satin. The round cushion shaped variety are made in two parts each of which is gathered, and padded on one side and flat on the other. Then the two portions are joined at the edges with the flat side together, an opening of about eight inches being left into which the nightdress is tucked.

The top and bottom should be stuffed lightly with feathers, and these put into a linen slip before the silk covering is added.

Perfumed Sachets.

A lavender sachet attached to the lining gives a delightful perfume to the "nightie."

There are various methods of finishing off the top of the case. Sometimes a "flower" made of the same material is added, and, if you are not very adept at this kind of work, it simplifies matters to cut out your petals and take them to the sewing shop to be picot-edged. It is then quite an easy matter to gather the end of each petal and sew it to a circular piece of material to form a large bloom.

A pretty idea is to gather the sides of the nightdress case to a circular piece of tinsel brocade—it takes such small quantity that one can afford to choose the loveliest one sees. The edge is made neat with a strip of galon. A circle of floral trimming makes another pretty finish.

chopped glace cherries. The jelly may be set in small paper or china ramekin case, one for each child, and the apple mixture piled over.

The yolks of the eggs may be used for custard or some other dish.

A SPORTS MODEL.



A sports frock in blue with panels in an attractive shade of green to tone. The latter material forms the belt, collar and cuffs.

HUSBANDS & WIVES.

IN THE CINEMA WORLD.

Feminine stars of the cinema realm have tried for years to keep their marriages a secret from the public. The general belief, especially among the younger actresses, is that they will lose their cinema following if it is known that they are married.

During the last year this fear of losing followers has vanished to some extent. And it is due to Dolores Del Rio.

"When I first came to Hollywood two years ago, I knew several prominent actresses who actually refused to acknowledge publicly that they were married," says Dolores. "They regarded their husbands as private luxuries and felt that their screen success was achieved in spite of them—not because of them."

"I believe this has changed now. The screen actresses who feel that marriage is a damper to their popularity are the exceptions rather than the rule. That they are right may be proved by the fact that most of the cinema mull to-day is received by the women who in private life are happily married."

The Mexican screen beauty also contends that the cinema beauties with husbands make the most successful actresses.

"A girl with a happy home life naturally is in the best frame of mind for good acting," Miss Del Rio explains. "Nothing upsets one's temperament as much as an unhappy domestic life—which is more common among single girls."

Then, too, the right kind of a husband—one with brains and a sympathetic understanding—is of infinite help to his actress-wife. He can give her encouragement when needed and can also handle her business affairs.

A majority of filmdom's celebrities must think as Dolores does. At least Colleen Moore, Norma Talmadge, Claire Windsor, Estelle Taylor, Eleanor Boardman, Gloria Swanson, Corinne Griffith and many others make no secret of their husbands.

Miss Del Rio's husband—or one really should say Mrs. Del Rio—is Jamie Del Rio, Mexican land-owner, who left his ranches to come to Hollywood.

The Del Rios are one of the happiest couples seen in the celluloid hamlet for several years.

A SMART JUMPER.



Almond green crepe de chine jumper with waistcoat effect and tucked front. Ideal for wear with a tailormade.

EVENING FROCKS.

GREEN AND YELLOW SHARE HONOURS.

It is hard to single out any special points of beauty about the present evening dresses, there are so many. But it seems the use of greens and yellows for evening in the form of the daintiest of diaphanous attire deserves mention.

The two evening gowns pictured to-day were seen at a recent dance in New York. The model sitting shows an absinthe green silk marquisette, a fluffy, dainty gown with ruffled circular pantered skirt and a quaint little taffeta bodice with rounded décolletage. Its sides swung almost to the floor, while the front and back remained just below the knees.

The other model chose a tulle frock in old gold shade of yellow with a sophisticated bodice of gleaming gold satin and a huge side bow and sash ends of the satin. Her three-tiered skirt had a piquant charm—a very alert looking gown without.

Another guest at the same dance wore an emerald green velvet ensemble—with ermine wrap, emerald lined while a blue-green chiffon that was unusual for its silver lace side drapery and its deep V décolletage that was softened with lace attracted much attention.

Gold tulle and gold lace worn with a novel headdress of gold tulle and gold and silver lace that completely covered the hair was also smart.

Another guest wore a cap of net starred with rhinestones that had a little crown of brilliants in front. Her gown of white chiffon, beaded with crystals, really, was sweet as could be, with the little cap. A daffodil yellow crystal beaded frock had a double skirt jabot on the left side that rippled down as gently as a spring breeze.

TWO PARTICULARLY DAINTY GOWNS.



Two very attractive gowns seen at a recent New York dance.

NOTES.

FROM A FASHION NOTE BOOK.

A great deal of childish delight is lavished on the sea shells which now trim our most exclusive dresses, and dress accessories. A small brocade bag in a shop seen in London, to be used when in evening dress, was made in the popular square shape, gathered to a mother o' pearl mount, and bordered by single shells. Some original posies for the shoulder, or waist, are made from clusters of shells, and these are usually surrounded by stiff green leaves, cut out of waxed ribbon.

Children's Frocks.

Button-hole stitching, Roumanian or Bulgarian embroidery, and silk ribbon flowers in bouquets, make the smart touches seen on most of the new children's frocks. Of the few taffetas frocks seen, one stands out. It was made with a gay plaid pleated skirt, and a white taffetas blouse, having a wide border down one side, and around the bottom of the blouse.

For the Dancer.

A girl who dances a great deal, and most of us do nowadays, realizes how important is the right corset, or corsetlet, and how this is not always so easy to obtain as one would suppose. She needs something supporting, yet flexible, dainty and not too much of it. Pull-on-belts, elaborated, are usually resorted to. In pink silk elastic, about twelve inches deep, they are interspersed with sections of silk broche, and lightly boned back and front. Hip belts are sufficient for slim girls, giving a perfectly flat appearance, and consisting principally of broche with just a little elastic at either side.

Jewel Novelties.

It seems that women will never tire of buying jewels from the innumerable bric-a-brac trays in the shops which cater for their fickle tastes. Not only are there strings of beads, bangles, and earrings, but there are such special trifles as hat brooches, over which a woman will spend much time deciding on an appropriate colour and style. A shoulder ornament consists of jewels, real or semi-precious. There are clasps for the waist-band, or floating side draperies, the fancy handbag, scarf and evening shoe. Garet, coral and topaz are among the popular, cheaper stones.

"Ear" Rings on Hats.

Among the original ideas in the new millinery is the quaint mode of wearing jet pendants from the side of a crushed crinoline shape, to simulate earrings. This is effected by a little crinoline securely plaited to the sides of the hat, and then the pendant dangles in this, to just below ear-level. A very attractive black crinoline treated in this way was recently seen at a concert in a Mayfair drawing room, and it looked very appealing. Another attractive style is to have a bird in feathers, on the side of a closely-fitting toque, whose long slender tail caresses the cheek of the wearer.

HOW "TESS" EVOLVED.

ONE OF MOST FAMOUS HEROINES IN LITERATURE.

Miss Gwen Ffranccon Davies, who appeared so successfully as Tess in the dramatized version of "Tess of the D'Urbervilles," has been telling how the late Thomas Hardy came to create one of the most famous heroines in our literature. It was while she was in Dorchester discussing with him the plans for the production of the play and her own part in it that she asked the novelist how he came first to create her. He was walking one day along a country road, Thomas Hardy explained, when a girl in a sunbonnet passed him, her legs dangling over the side of a farm cart. She was evidently a dairymaid, and it was the deep melancholy of her expression that so impressed him that he began to ponder on her probable history. So it was that gradually the tragic history of "Tess" evolved. One wonders whether her original, if she ever came to hear of it, would appreciate the honour that was paid her. Miss Davies is eloquent upon the kindness and consideration which she received at the hands of the veteran novelist.

ON NOVEL LINES.



This day-gown is cut on novel lines; a short, high-necked jacket being worn with a separate skirt. It is expressed in ash green crepe de chine, with tie and handkerchief in green and white spot silk.

OVER THE TEA CUPS.

(SPECIAL TO THE "TELEGRAPH" BY "JOAN")

London, Jan. 12.

This dress is a charming little forerunner of the models we may expect when the warmer weather arrives, because, as you will see, it is ideal for wearing without a coat. The high pleats are reminiscent of the old coat-frock days of five or six years ago, but the low waistband quickly nullifies any idea of a high-waisted effect—at least from the front angle. The actual model sketched was in blue wool material with a lovely shade of green to tone for the panel of pleats, belt and collar and cuffs. One can imagine this design looking very attractive in many colour combinations.

Vanity Street.

The smaller picture is an almond green crepe de chine jumper with a waistcoat effect applied by the tucked front. There is a certain amount of "cut" about this garment and it is quite obviously not one for the amateur to tackle. Speaking generally, I have noticed that the newest jumpers are on more tailored lines, taking a form of waistcoat for their basic model.

I have seen an amazingly attractive combination of materials in the shape of stockinette and taffetas. Incongruous though this may sound, I can assure you that a skirt of taffetas, worn with a jumper of stockinette and a supplementary coat over the jumper, also of stockinette—both jumper and coat being trimmed with bands of the taffetas, which in this case was checked—is a terrible temptation to the woman who wants a smart and useful house-and-walking costume. I have noticed, in the course of looking over the new season's models, that taffetas is very much to the fore again; not that it entirely "went out," but for the last two years it seems to have lost a little of its excessive popularity. There was a time—three or four years ago—when no woman was without a taffetas evening or afternoon frock. Now, as I said, we are taking it to our hearts enthusiastically again.

Is That So?

This week our sketch is of Miss Margaret Bannerman, to whose pink and white and gold beauty no black-and-white artist can pos-

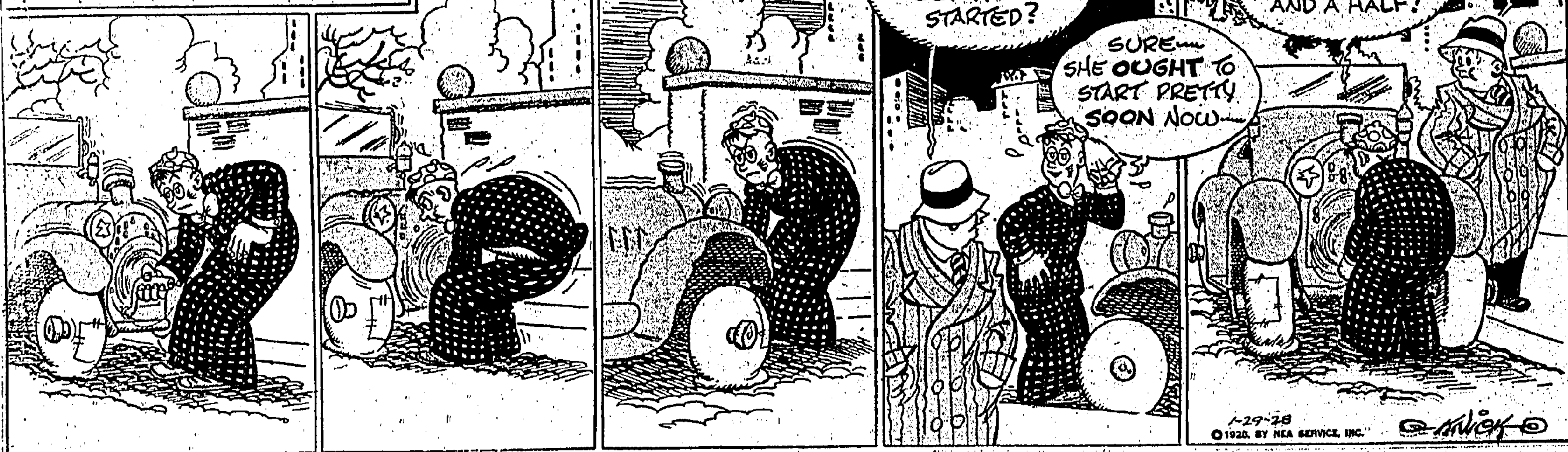
sibly do justice. Almost immediately, following Mr. Anthony Prinsep's relinquishing the tenancy of the Globe Theatre, she will embark upon an Australian tour under his management, including in her repertoire most of the successful plays in which she has appeared in London, particularly "The Maugham's satirical comedy, "Our Betters," which ran for something like over two years at the Globe, I believe. Miss Bannerman had her beautiful hair shingled, but not until long after the fashion became popular, and almost as soon as it had been cropped, she allowed it to grow again, in which she was wise, for her distinctive coiffure is part of her charm. I remember her telling me that after one play (in which she had made drastic alterations to her hair) the "libraries"—that is to say, the theatre-ticket offices, upon whose booking the



fate of a play practically depends—refused to do a big "deal" unless the Bannerman coiffure was restored. Needless to say, it was.

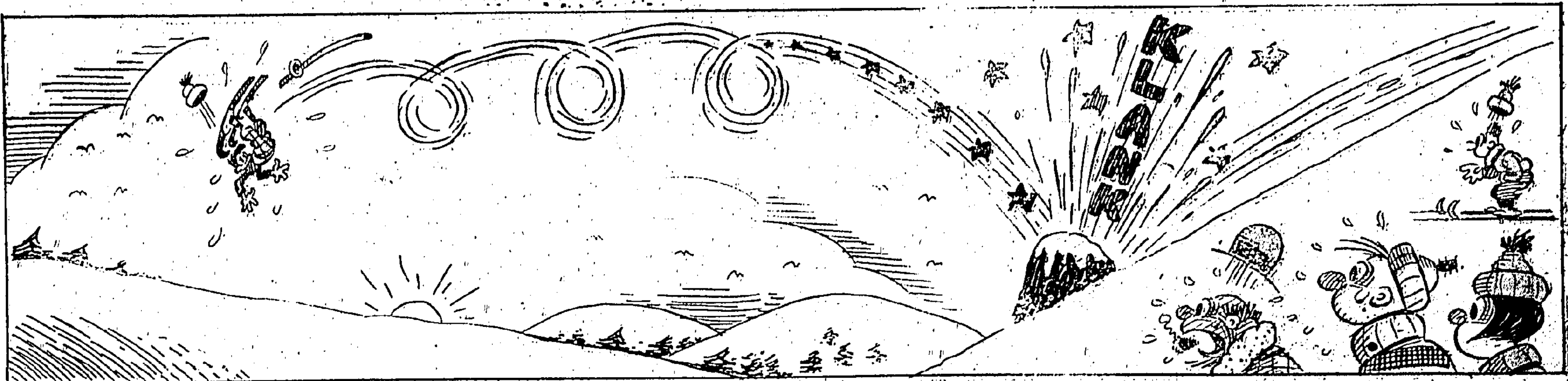
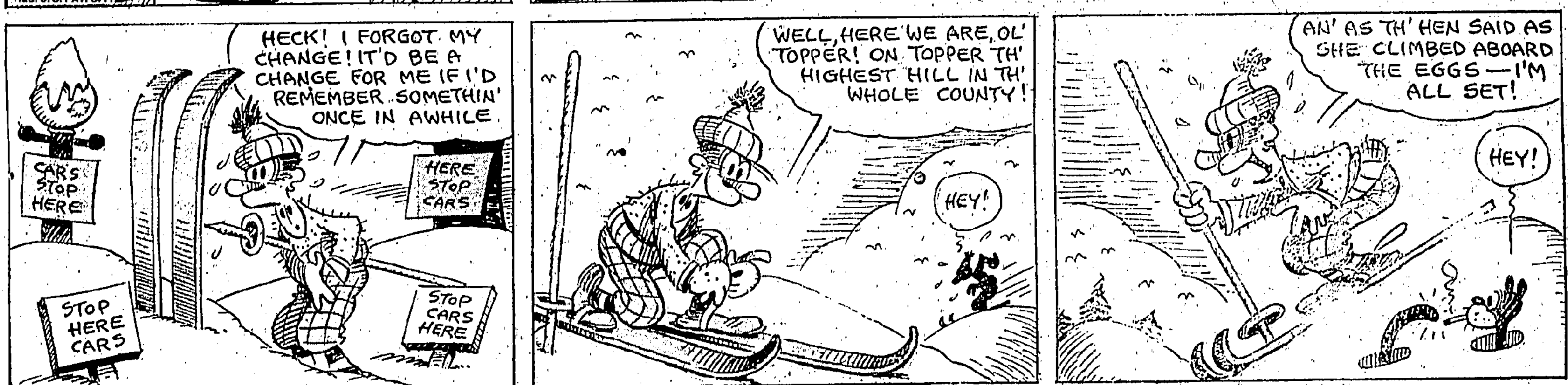
Those who have from time to time reproached our few women Members of Parliament with inactivity—or perhaps it would be fairer to say, with lack of conspicuous activity—will have the ground cut from under their feet by the efforts of Mrs. Hilton Phillips (who was, as you know, Mabel Russell, the actress, and is even now known in her constituency as "our Mabel") on behalf of the small shopkeeper whose efforts are continually restricted by the workings of D.O.R.A.—Mrs. Hilton Phillips was a Member of the Committee which "fast on" D.O.R.A. theoretically, but, alas, not actually or completely, and she has since had a good deal to say on the subject; in fact I believe she issued a report of her own, Mr. Shane Leslie's ingenuity.

J. DISRAELI (DIZZY) DUGAN



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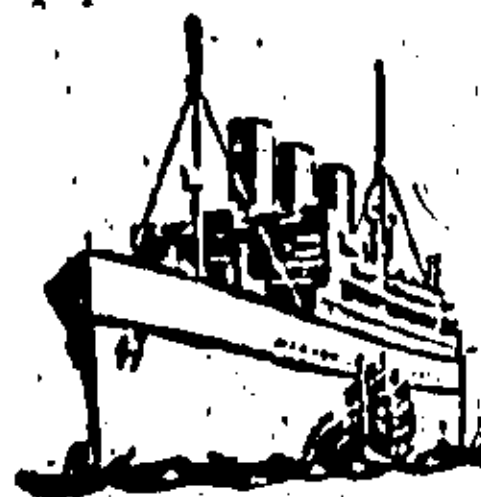
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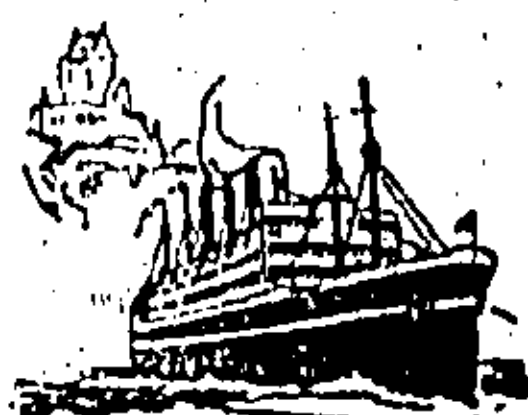
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EARL'S ENGAGEMENT BROKEN OFF.

END TO ROMANCE OF LORD BANDON.

It has been announced that the marriage arranged between the Earl of Bandon and Miss Marjory Sheila Clifton will not take place. The engagement was announced

last June.

The Earl of Bandon, who is 28 and an officer in the R.A.F., is an Irish peer, and succeeded to the title in 1921. He has a twin brother, Mr. Charles Broderick Bernard, who is heir to the title. Miss Clifton is the only daughter of Colonel Clifton, of Clifton Hall, Nottingham, and the family, which has a connection with the Robert Bruce, can trace its history back 800 years.

QUEEN'S COLLEGE.

OLD BOYS' ASSOCIATION ANNUAL MEETING.

Warm tributes were paid to Sir Robert Ho Tung and Mr. Geo. Grimble when they were elected Honorary Members of the Queen's College Old Boys' Association at the annual meeting, which was held at the College yesterday, Mr. Grimble presiding.

In making the proposition Mr. C. G. Anderson, hon. secretary, said: I beg to propose the election of Sir Robert Ho Tung and Mr. Geo. Grimble as Honorary Members of our association. In doing so, I find that these two good products of the Central School, are so well known to you that it is unnecessary for me to speak at any great length on their merits. Sir Robert was our first President, in which capacity he served for three years, during which his assistance was often sought and lavishly given. Upon his retirement as such Mr. Grimble was invited to take his place, which he has done in a particularly able manner. For the past three years Mr. Grimble has graced almost all the committee meetings with his jovial presence. His interest in the association is second to that of no one else in the association. (Applause.)

This was seconded by Mr. A. H. Crook and was carried with applause.

Mr. Grimble, in replying, expressed his sincere thanks, saying that it had really given him very great pleasure to do all that he had done in his own small way in helping the association along. The association had done a lot of good for the school in a quiet way, and he was quite certain that if they continued as they had done they would be all the happier for it and the school also.

Year's Work Reviewed.

The annual report, which follows, was adopted on the proposition of the chairman seconded by Mr. Crook.

The total number of members, including 109 life members, is 281. During the year the following eight life members were enrolled:—Messrs. A. H. Crook, Chow Yam Kiu, Chiu Mui Chow, T. P. Tong, Quan Shu John, Leung Yung Kuen, S. C. Leung and Lo Luk Min. The deaths of Mr. O. Yau Sheung and of Dr. Wan Mai kai are recorded with deep regret.

The finance of the association, in spite of the heavier expenditure during the year, continues to be satisfactory. The General Account shows credit balances of \$825.93 on Current Account and \$6,376.01 on Fixed Deposit, a total of \$7,201.94.

The seventh annual dinner followed by a concert was held on 4th of April, 1927. There was an attendance of 229 members and their guests.

The subscriptions to defray the cost of the entertainment amounted to \$1,510.00 and the expenditure totalled \$1,694.96, showing a deficit of \$184.96, which appears in the General Account.

The attendance of members at the college annual sports meet-

ing, at which events for old boys were provided and all the pupils were invited to partake of refreshments at the expense of the Association, was fairly satisfactory. The general committee recommends this phase of the association's activities for the favourable consideration of the incoming General Committee.

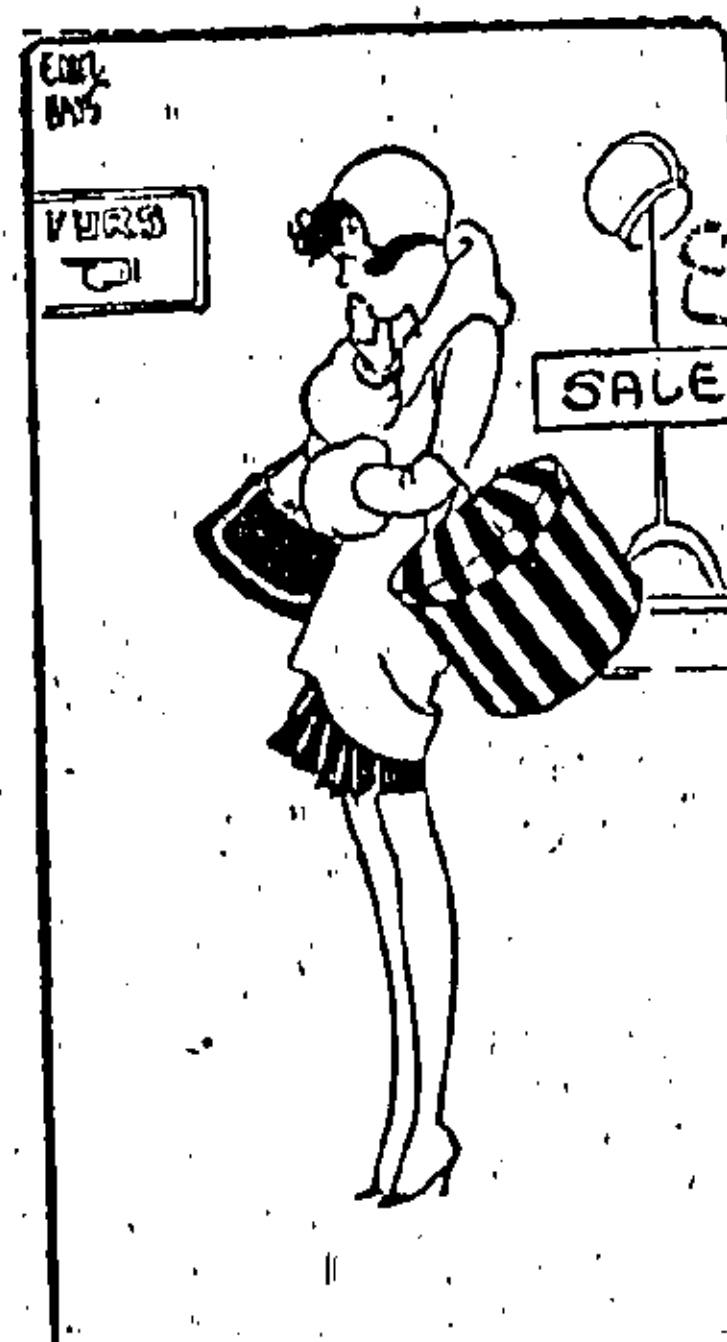
The General Committee takes this opportunity to record the thanks of the association to the members who served on the different sub-committees in connexion with the annual dinner and the annual sports, to Mr. William Wong for auditing the accounts, to the Union Trading Co., Ltd., for the loan of one of its offices for all committee meetings and to the college prefects for supervising the distribution of the college magazine.

Officers Elected.

When the question of the election of a President was discussed Mr. Grimble said he could not possibly continue to hold the office as he was going home in about a week. He was sorry that he could not continue in that office.

Mr. Lee Hysan was elected President. Other officials elected were Mr. H. K. Hung together with Mr. A. H. Crook, Vice-Presidents. Mr. C. G. Anderson, hon. secretary, and Mr. Chow Ping-un, hon. treasurer. The chairman tributed the latter two in proposing their re-election for the efficient manner in which they had discharged their duties during the previous year. General committee: Messrs. Fung Ting-yau, F. M. el Arculli, Chiu Ho-ping, C. Chon, S. M. Churn, J. F. Grose, Ho Kwong, Ho Leung, Ho Shai-cheung, Fung Leuchung, Lo Man-hin, A. G. Sufiad, Tse Ching-tong, W. Kay, the hon. secretary and the hon. treasurer.

At the conclusion of the meeting Mr. Crook said that on behalf of Queen's College and those present he would wish Mr. Grimble "Bon Voyage" on his journey home, a jolly good time, and a return to the Colony looking younger than ever. (Applause.)



Economy is saving on one thing so you can buy something else.

BAN ON "RED" GOLD.

FIVE MILLIONS LYING IN VAULTS IDLE.

New York, Feb. 24. Five million dollars in Soviet gold lies impotent in the vaults of New York banks, according to the *Herald-Tribune*, in consequence of the Treasury Department's ban of 1921 forbidding the admission of gold from the Soviet Union. The Federal Reserve Bank points out that only a special order from Washington can make the gold effective for the purposes for which it is intended. *Reuter's American Service*.

[A message dated the 22nd states that the first consignment of gold ever shipped to the United States by the Soviet Government had arrived in the form of bullion to the value of \$5,000,000. The purpose of the shipment was to facilitate trade between Soviet Russia and the United States and for possible use in exchange operations.]

SPY SENSATION.

SERIOUS CHARGES IN POLAND.

Warsaw, Feb. 24. The trial has begun at Vilna of fifty-six persons alleged to belong to a White Ruthenian communist organisation, who are charged with indulging in activities calculated to overthrow political and social order in Poland and to detach territories from the eastern provinces of Poland for the benefit of Soviet Russia.

Some of the accused are also charged with espionage on behalf of a foreign Power. Others are charged in connexion with the murder of a police constable.

The accused include four ex-members of the Diet. The charges fill 86 pages, together with 36 volumes of documents. Six hundred witnesses will be summoned. *—Reuter.*

SMUGGLING FEARED.

CHINESE IN HOME PORTS UNDER SUSPICION.

London, Feb. 24. The Police are visiting the Chinese quarters in various parts of the United Kingdom in connexion with the question of Alien registration. Many Chinese enter the country to engage in various activities without registering under the Aliens Act and it is feared that some of them may be employed in the illicit smuggling of goods into the country.

The Home Office has instructed the Police to ascertain what proportion of the Orientals in the country could reasonably be suspected to be engaging in illicit trade. *—Reuter.*

In the last presidential election out of sixty million men and women privileged to vote, less than thirty million cast a ballot.

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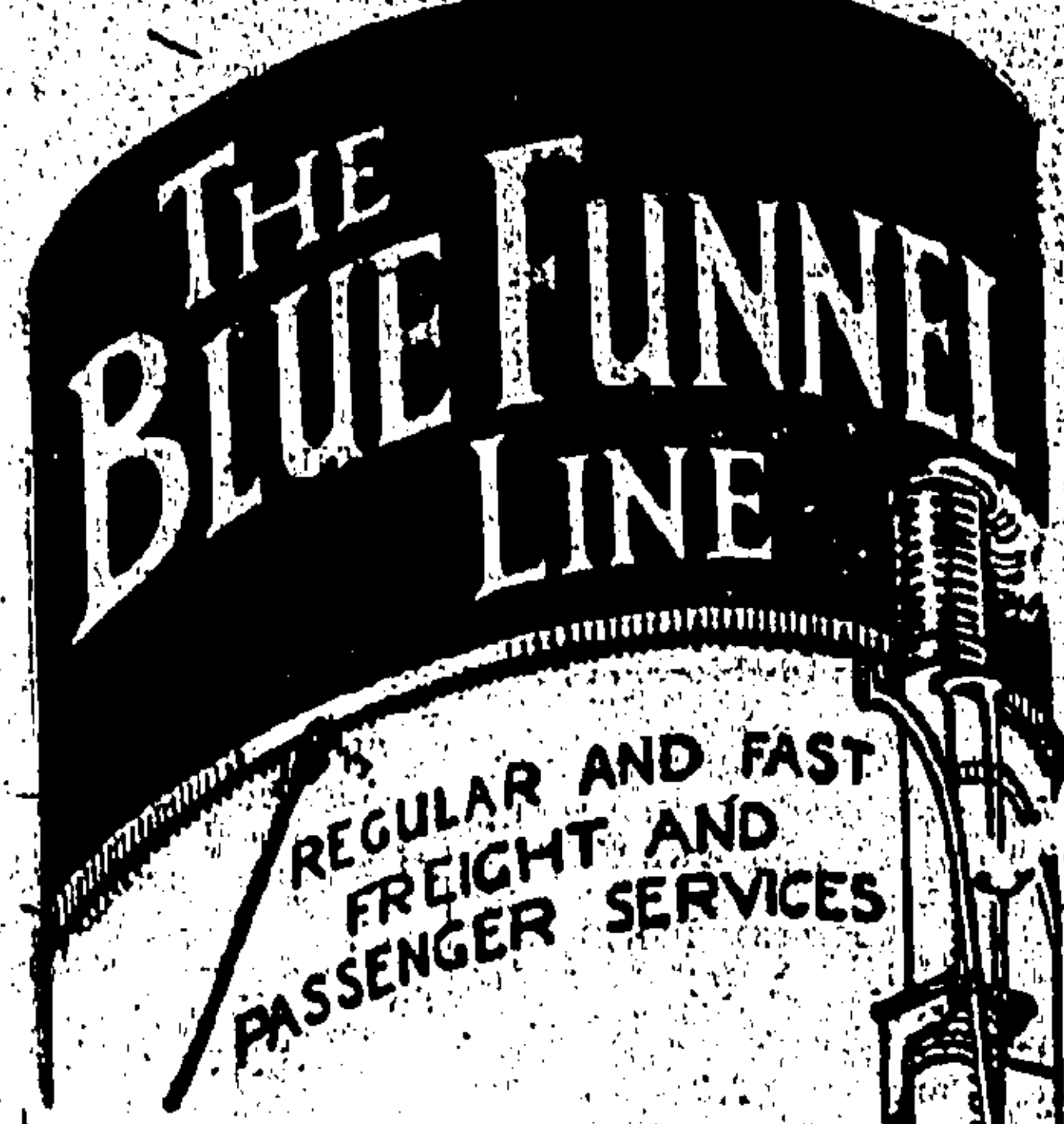
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Dollar Steamship Line and American Mail Line

N.Y.K. LINE

THROUGH BOOKING TO EUROPE AT REDUCED RATES.
\$120, \$112, \$110 \$102 \$93 via SAN FRANCISCO
\$440 \$420 via JAPAN & SEATTLE.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu
Siberia Maru (Call Los Angeles) ... Tuesday, 6th Mar.
Taiyo Maru ... Tuesday, 20th Mar.
LONDON via Singapore, Suez, Marseilles & Ports.
Katori Maru ... Saturday, 25th Feb. 5 a.m.
Atsuta Maru ... Saturday, 10th Mar.
Kashima Maru ... Saturday, 24th Mar.
SYDNEY & MELBOURNE via Manila & Ports.
Tango Maru ... Wednesday, 21st Mar.
Aki Maru ... Wednesday, 25th Apr.
BOMBAY via Singapore, Penang & Colombo.
Moji Maru ... Tuesday, 28th Feb.
Sado Maru ... Saturday, 10th Mar.
SOUTH AMERICA (WEST COAST) via Japan, Honolulu,
Los Angeles Mexico & Panama
Anyo Maru ... Thursday, 15th Mar.
SOUTH AMERICA (EAST COAST) via Singapore,
Capetown & Ports.
Kawachi Maru ... Wednesday, 29th Feb.
NEW YORK and/or BOSTON via PANAMA.
Takato Maru ... Saturday, 10th Mar.
LIVERPOOL via Singapore, Colombo, Port Said & Ports.
Lyons Maru ... Saturday, 10th Mar.
CALCUTTA via Singapore, Penang & Rangoon.
Yamagata Maru ... Friday, 2nd Mar.
NAGASAKI, KOBE & YOKOHAMA.
Aki Maru ... Friday, 16th Mar.
SHANGHAI, KOBE & YOKOHAMA.
Toyohashi Maru ... Saturday, 25th Feb.
Lima Maru ... Saturday, 25th Feb.
Nagano Maru (Moji Direct) ... Sunday, 26th Feb.
Hakodate Maru (Moji Direct) ... Wednesday, 29th Feb.
Suwa Maru ... Monday, 5th Mar.
Cargo only.

For further information apply to:— **NIPPON YUSEN KAISHA.**
Tel. Central Nos. 292, (private exchanges to all Dept.)



REGULAR FORTNIGHTLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.

Steamers	From	Expected on or about	Will leave on or about	For
Tjisalak	Java, Mesr	27th Feb	29th Feb	Amoy, N. China
Tjilboet	N. China	27th Feb	29th Feb	Batavia
Tjipanas	Java, M'ila	28th Feb	29th Feb	Swatow & Saigon
Tjisroca	Batavia	1st Mar	4th Mar	Amoy, Shanghai & Keelung
Tjilkarang	Shanghai	5th Mar	7th Mar	Batavia
Tjilmanock	Java, Mesr	12th Mar	14th Mar	Amoy, N. China
Tjilidwang	N. China	12th Mar	14th Mar	Mesr & Java
Tjilhodas	Java, M'ila	15th Mar	17th Mar	Swatow & Saigon
Tjisondari	Batavia	15th Mar	18th Mar	Amoy, Shanghai & Keelung
Tjisroca	Shanghai	19th Mar	21st Mar	Batavia

† Via Macassar
† Via Batavia
The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia.
For Freight and Passage apply to the

Java-China-Japan Lijn.

HONGKONG, CANTON & MACAO STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION CO., LTD.

CANTON LINE.

Sailings from Hongkong—Daily at 8.00 a.m. (Sundays and 12.00 Midnight 12 Midnight only).
Sailings from Canton—Daily at 8 a.m. and 4 p.m. (Sundays 4 p.m. only).

MACAO LINE.

FROM HONGKONG: 8 A.M. and 2 P.M. (Weekdays only).
FROM MACAO: 8 A.M. and 2 P.M. (Weekdays only).

EXCURSION TO MACAO.

SUNDAY, 26th FEBRUARY.

HONGKONG To MACAO. | MACAO To HONGKONG

9.00 a.m. "SUI AN" | 6.00 p.m. "SUI AN"

RETURN SALOON PASSAGE FARE \$5.00

BOSTON, NEW YORK & BALTIMORE.

JOINT SERVICE OF THE

"BLUE FUNNEL LINE"

(OCEAN S.S. CO., LTD. & CHINA MUTUAL S.S. CO., LTD. AND

AMERICAN & MANCHURIAN LINE.

(ELLERMAN & BURNALL S.S. CO., LTD.)

SAILINGS FROM HONGKONG

S.S. "LYCAON" ... via Suez Canal 9th Mar.
S.S. "CITY OF DURHAM" ... via Suez Canal 20th Mar.
S.S. "RHESUS" ... via Suez Canal 6th Apr.
S.S. "CITY OF DUNKIRK" ... via Suez Canal 20th Apr.
S.S. "CITY OF CARLISLE" ... via Suez Canal 18th May

Steamers proceed via Suez Canal or Panama Canal at owners' option.

Subject to Change without notice.

For freight and particulars apply to:—

BUTTERFIELD & SWIRE or THE BANK LINE, LD., HONGKONG.
Hongkong & Canton. Jardine Matheson & Co., Ltd., Canton.

DEPARTING GIFT.

STAFF'S PRESENTATION TO
MR. E. B. C. HORNELL.

A presentation to Mr. E. B. C. Hornell, who is shortly leaving for Shanghai, was made in the manager's office at the China Sugar Refinery by Mr. S. Baker, the Chief Engineer, yesterday afternoon, before a large gathering of members of the Refinery staff.

In making the presentation Mr. Baker said that he supposed Mr. Hornell was already getting tired of hearing nice things said about him. Only the previous day his work in connection with the Horticultural Society was praised by the president, Mr. Beavis.

Mr. Baker recalled the time when Mr. Hornell first arrived in Hongkong and took over his duties with the Company. Mr. Baker then presented Mr. Hornell with a cigar box with the names of the subscribers inscribed on the cover, while Mr. Baker also asked Mr. Hornell to accept a perfume bottle on behalf of Mrs. Hornell.

Mr. Hornell's Reply.

Expressing thanks for the handsome gifts Mr. Hornell said:

I am afraid it is quite impossible for me to express in words my deep sense of thanks and gratitude for the kind remarks you have made about me or for the honour the staff have conferred upon me in presenting me with this lovely silver cigar box inscribed with their signatures which will always be one of my most cherished possessions.

The fact that this presentation cigar box has been made by a number of the staff with whom I do not come closely in contact with in the ordinary routine of my work makes the gift very much more valuable in my eyes as I like to think it is a very nice compliment to me that the staff whilst coming under the direct control of Mr. Shaw, the Manager, appreciate that I have always had their best interests at heart.

I am deeply distressed that Mr. Shaw is unable to be here this afternoon and that he is still confined to Hospital and I am sure you will all join with me in wishing him a speedy recovery which will enable him to go on leave next month which he so richly deserves. I have been Secretary to the C.S.R. for over eight years and during that period a friendship has grown up between Mr. Shaw and myself which has enabled us to discuss matters of business and policy without the slightest reserve which is so eminently necessary in a concern of this nature with its astounding capabilities of fluctuation.

Mr. Shaw had intended to go home on leave last year and it was only his deep sense of loyalty both to himself and the interests of the Refinery that induced him to give up his holiday and remain here in view of the difficulties that were then facing us.

High and Low.

Gentlemen, during my tenure of office, this Company has been at the highest mark of its prosperity and I regret to say at the lowest mark of despondency brought about entirely by the chaotic conditions which have prevailed in China during recent years.

It is easy to work hard when all is going well but the strain of bearing up against it for a protracted

period such as the Hongkong Refineries have had to face during the last two or three years is very trying for all concerned and I thank you all for the loyal and cheerful way in which you have stood by the Company during these dark days.

Prospects are still extremely gloomy and I am afraid that my successor Mr. Clarke has a difficult task in front of him. However, there is no use in being pessimistic and downhearted, and I sincerely hope that conditions will shortly change for the better.

Whilst I am severing my connection with the sugar business entirely, I shall be in a position in my new job in Shanghai to follow closely what is happening both here and the Agencies, which will enable me to keep in touch with the business I have been so vitally bound up in for the last eight years.

A Tribute.

I cannot leave this Colony without paying a striking tribute to our Comptroller, Mr. Choa Po-sien who has the respect and confidence of not only the management and staff of the C.S.R. but the community of Hongkong in general.

I have been vastly indebted to Mr. Choa Po-sien for his co-operation counsel and advice in many matters during my tenure of office and the manner in which he was able to control the native labour problem during the last two strikes which afflicted this Colony is a striking tribute to the fact that he has also the confidence of the Chinese labouring classes which is something one may well be proud of in these days of Bolshevism and labour trouble.

I will not detain you longer Gentlemen, but I thank you all from the bottom of my heart for the honour you have paid me to-day and for the loyal support you have always given Mr. Shaw and myself. Please remember that my wife and myself will always be pleased to welcome any of you when passing through or staying in Shanghai.

I wish you all and the Refinery the best of luck in the future which is richly deserved after all the hard times we have recently been through together.

Mr. Choa Po-sien's Reply.

Mr. Choa Po-sien replied to the compliments paid him by Mr. Hornell and said: "I deeply appreciate the kind remarks said about me in connection with my work in the Refinery. It has always given me great pleasure to co-operate in the interests of the refinery and also with my friends in the town office. I always take it as my bounden duty to do my utmost in looking after the Chinese part of the business and the welfare of the Chinese staff of the refinery."

"In that connexion I feel very grateful to Mr. Hornell for his direction at all times in the way of pacifying the little complaints or grievances which inevitably occur in the labour classes of this Colony. It was due to Mr. Hornell's guidance and advice that I have been able to do what I have done."

"Mr. Hornell is leaving us very shortly and I am sure we all wish him great prosperity in his new sphere of activity in Shanghai." The proceedings closed with the gathering singing "For He's a Jolly Good Fellow," and three cheers for Mr. Hornell.

THE PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

Steamer For
STRAITS, COLOMBO,
AUSTRALIA, BOMBAY, EGYPT,
MEDITERRANEAN PORTS and
LONDON.

Through Bills of Lading Issued For BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

The Steamship

"KIDDERPORE."

Carrying His Majesty's Mail, will be despatched from this Port on or about TUESDAY the 28TH FEBRUARY, 1928 at NOON taking Passengers and Cargo for the above Ports.

Silk, Valuables and Tea for Italy, France and London (under arrangement) will be transhipped at Bombay into the Mail Steamer proceeding direct to Marseilles and London.

Parcels will be received at this Office until NOON the Day before Sailing. The contents and value of all packages must be declared. For further Particulars, Apply to—

MACKINNON, MACKENZIE & Co., Agents.
Hongkong, 23rd. Feb. 1928.

COMPANY REPORT.

WHARF AND GODOWN CO.

The forty-first ordinary annual meeting of the Hongkong and Kowloon Wharf and Godown Company, Ltd., will be held at the Office of Messrs. Jardine, Matheson and Co. on Wednesday next, at noon. The report which has just been circulated to shareholders states:

The Directors beg to submit to shareholders their report with a statement of accounts for the year ended 31st December, 1927.

The profit on working was \$1,063,428.33 as compared with \$754,838.14 in 1926.

The balance for the year, after transferring \$50,000 to Renewals Account, \$50,000 to Dredging Account, deducting Directors' and Auditors' fees, allowing for depreciation, and other outgoings, is \$662,305.65. The amount brought forward from last year is \$352,735.68 making a total of \$995,039.24 available for appropriation.

The Directors recommend the following:

To pay a dividend of \$2.00 per share ... \$640,000.00
To carry forward ... 355,039.24
\$995,039.24

Directors.

During the year the Hon. Mr. A. O. Lang and Mr. A. S. D. Coulson resigned from the Board; Mr. M. T. Johnson and Mr. A. W. Hayward were invited to fill the vacancies.

Since the end of the year Mr. M. T. Johnson retired, and Mr. C. Gordon Mackie was invited to fill the vacancy.

Mr. A. S. Gubbay and Mr. Frank Austin retire according to the Articles of Association, but, being eligible, offer themselves for re-election.

Auditors.

Messrs. Percy Smith, Seth and Fleming, Incorporated Accountants, and Linstead and Davis, Chartered Accountants, have audited the accounts now presented and offer themselves for re-election.

P. & O.-BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.

(COMPANIES INCORPORATED IN ENGLAND)

Taking Cargo on through Bills of Lading for Straits, Java and Burma, Ceylon, India, Persian Gulf, Mauritius, E. & S. Africa, Australasia, the Indian, New Zealand & Queensland Ports, Red Sea, Egypt, Constantinople, Greece, Levantine Ports, Europe, Etc.

PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.

(UNDER CONTRACT WITH H.M. GOVERNMENT.)

S. S.	Tons	From Hongkong (about)	Destination
NELLORE	8,853	25 Feb. noon	Marseilles & London
KIDDERPORE	5,334	28 Feb. noon	Straits, Colombo & Bombay
MAEDONIA	11,120	3rd Mar.	Marseilles & London
ALIPORE	5,273	3rd Mar.	Straits, Colombo & Bombay
KHIVA	9,135	10th Mar.	Marseilles, L'don & A'werp
KASHMIR	8,985	17th Mar.	M'ses, L'don, A'werp & Hull
MIRZAPORE	6,715	18th Mar.	Straits, Colombo & Bombay
KARMALA	9,128	24th Mar.	Marseilles & London
MANTUA	10,946	31st Mar.	Marseilles & London
KALYAN	9,134	7th Apr.	Marseilles, L'don & A'werp
MONGOLIA	16,504	14th Apr.	Marseilles & London
NAGPORE	5,283	21st Apr.	Marseilles & London
MOREA	10,953	28th Apr.	Marseilles & London
KASHGAR	9,005	13th May	Marseilles, L'don & A'werp
JEYPORE	5,318	19th May	Marseilles & London
MALWA	10,986	26th May	Bombay, Marseilles & London
DELTA	8,097	9th June	Marseilles, L'don & A'werp
NOVARA	6,989	16th June	Bombay, Marseilles & London
RANPURA	16,601	23rd June	Bombay, Marseilles & London

*Passengers to Singapore only. Limited accommodation available for 2nd class passengers from Hongkong to London.

†Cargo only.

Frequent connections from Port Said for Passengers & Cargo to Constantinople, Pireas, Smyrna and other Levant Ports by Steamers of the Khedivial Mail S.S. Co.

BRITISH INDIA-APCAR SAILINGS

TILAWA	10,006	6th Mar.	S'pore, Penang & Calcutta
TALMA	10,000	20th Mar.	S'pore, Penang & Calcutta
TAKLIWA	7,936	26th Mar.	S'pore, Penang & Calcutta

B. I. Apar Line steamers have excellent accommodation for 1st and 2nd class passengers. All steamers are fitted with wireless and carry a qualified surgeon.

EASTERN & AUSTRALIAN SAILINGS (South)

TANDA	6,656	2 Mar. 4 p.m.	Manila, Sandakan, Thura
ST. ALBANS	4,500	30th Mar.	S'pore, Penang & Calcutta
ARAFURA	6,000	4th May	Sydney and Melbourne.

*Calls Port Holland.

Regular Monthly Sailings from Hongkong to Japan and Hongkong to Australia.

The P. & O. S.S. Co., Ltd. steamers will also call at Shanghai, Hio, Kobe, Cebu, Calcutta, Tientsin, Darwin, or other ports en route, as indicated on the following:

Frequent connections from Australia with the following:

The Union S.S. Co's Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail Steamers to London via Suez Canal.

The P. & O. Branch Service of Steamers to London via the Cape.

The New Zealand Shipping Co's Steamers to Southampton and London via Suez Canal.

SAILINGS TO SHANGHAI & JAPAN

MONGOLIA	16,504	2nd Mar.	Shanghai, Kobe & Yokohama
TAKLIWA	7,936	2nd Mar.	Amoy, Shanghai, Kobe & Osaka
ST. ALBANS	4,500	6th Mar.	Moji, Kobe, Osaka & Yokohama
SHIRALA	7,841	9th Mar.	Amoy, Moji, Kobe & Osaka
NAGPORE	5,283	12th Mar.	Shanghai, Kobe & Yokohama
MANTUA	10,946	16th Mar.	Shanghai
LAHORE	5,252	19th Mar.	Shanghai, Moji, Kobe & Yokohama
SANTHIA	7,754	21st Mar.	Amoy, Moji, Kobe & Osaka
TAKADA	6,949	28th Mar.	Amoy, Moji, Kobe, Osaka & Yokohama
MOREA	10,953	30th Mar.	Shanghai, Moji, Kobe & Yokohama
ARAFURA	6,000	3rd Apr.	Moji, Kobe, Osaka & Yokohama
JEYPORE	5,318	10th Apr.	Shanghai, Moji, Kobe & Yokohama
KASHGAR	9,005	13th Apr.	Shanghai, Moji, Kobe & Yokohama
MALWA	10,986	27th Apr.	Shanghai, Moji, Kobe & Yokohama
NOVARA	6,989	8th May	Moji, Kobe, Osaka & Yokohama
TANDA	6,656	8th May	Shanghai, Moji, Kobe & Yokohama
DELTA	8,097	11th May	Shanghai, Moji, Kobe & Yokohama
RANPURA	16,601	25th May	Shanghai, Moji, Kobe & Yokohama
NANKIN	7,058	4th June	Shanghai, Moji, Kobe & Yokohama

†Cargo only.

All dates are approximate and subject to alteration without notice.

WIRELESS ON ALL STEAMERS.

Parcels Measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received at the Co's Office up to noon on the day previous to sailing.

For Passage Rates, Handbooks, Freight, etc., apply to

MACKINNON, MACKENZIE & Co., Agents.

P. & O. Bldg., Connaught Rd., C.

GLEN LINE.

Fare Hongkong to London \$82.

TO LONDON, ROTTERDAM & HAMBURG via STRAITS & COLOMBO.

Motor Vessel "GLENAMOEY" (Via Oran) ...	2nd Mar.
Steamship "GLENBANDA" (Via Oran) ...	17th Mar.
Motor Vessel "GLENLUCE" (Via Oran) ...	11th Apr.
Motor Vessel "GLENGARRY" (Via Oran) ...	2nd May.

TO SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOCK.

Motor Vessel "GLENLUCE" ...	2nd Mar.
Steamship "CARMARTHENSHIRE" ...	7th Mar.
Motor Vessel "GLENGARRY" ...	20th Mar.
Motor Vessel "GLENARA" ...	6th Apr.

For freight, passage and further particulars, apply to:

JARDINE, MATHESON & CO., LTD.

AGENTS: THE GLEN LINE, LTD.

AUSTRALIAN-ORIENTAL LINE, LTD.

"Changte" & "Taiping."

THESE NEW VESSELS MAINTAIN A REGULAR SERVICE FROM HONGKONG TO AUSTRALIAN PORTS, VIA MANILA, AND THURSDAY ISLAND.

Through Bills of Lading issued to all Australian, New Zealand and Tasmanian Ports.

SHIPPING & MORE UP TO DATE FIRST & SECOND CLASS PASSENGER ACCOMMODATION.

HONGKONG TO SYDNEY—19 DAYS.

SHIP	Due Hongkong on or about	Sails Hongkong on or about
TAIPING	9th March	16th March
CHANGTE	6th April	13th April
TAIPING	11th May	18th May
CHANGTE	8th June	15th June

For Freight & Passage, apply to—BUTTERFIELD & SWIRE, Agents.

Tel. C. 56.

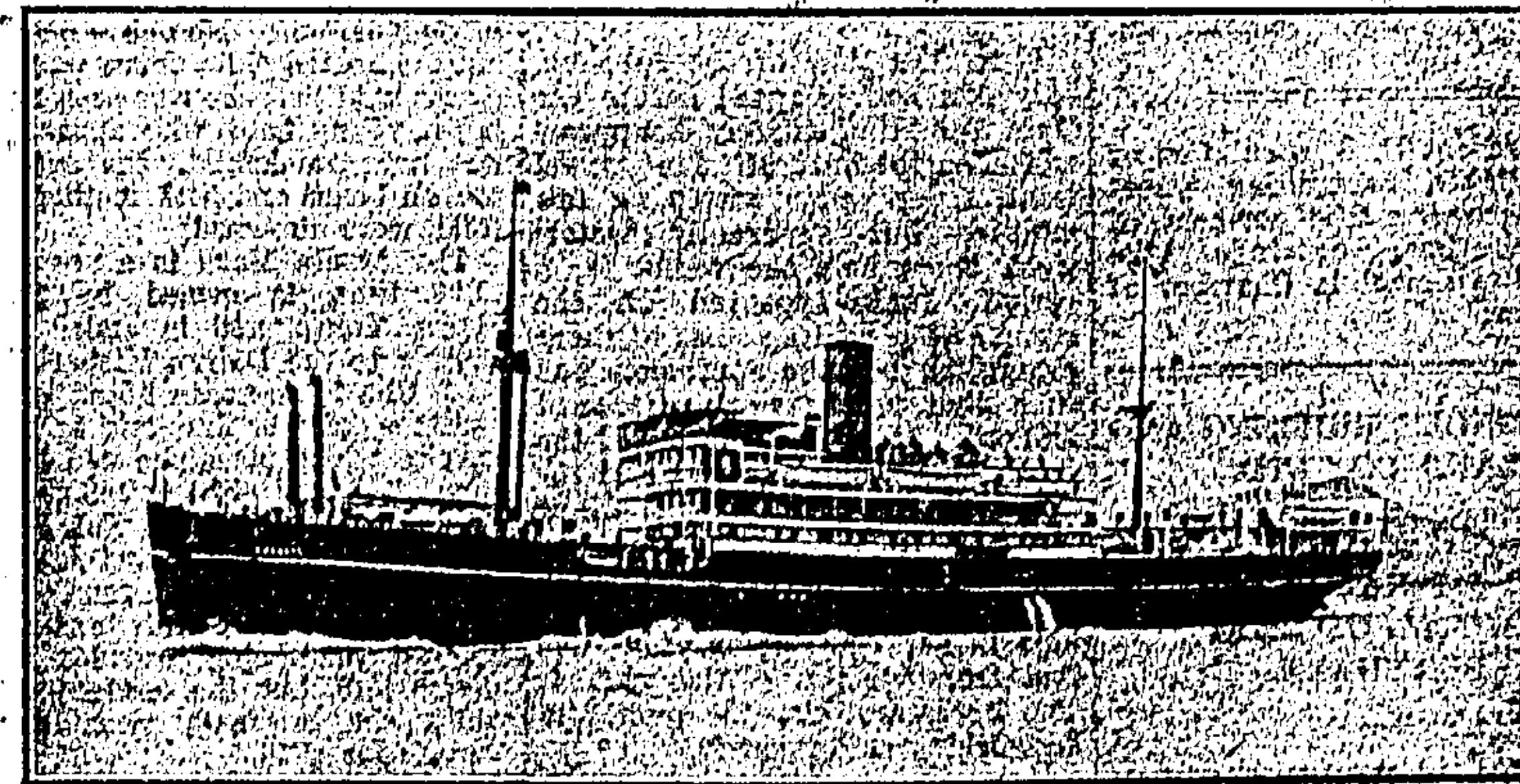
THE HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS "MANIFESTO", HONGKONG.

Codes Used A1, A.B.C. Fifth Edition; Engineering: First and Second Editions.

Western Union and Watkins, Benson's Marconi.

Dock owners Ship Builders, Marine & Land Engineers, Boiler Makers, Iron & Brass Founders, Forge Masters, Electricians.



HOTELS

THE HONGKONG
HONGKONG HOTEL; REPULSE BAY HOTEL; PEAK HOTEL.
Telegraphic Address: "KREMLIN, HONGKONG."

SHANGHAI

ASTOR HOUSE HOTEL; PALACE HOTEL;
MAJESTIC HOTEL.
Telegraphic Address: "CENTRAL, SHANGHAI."
HOTELS LIMITED.

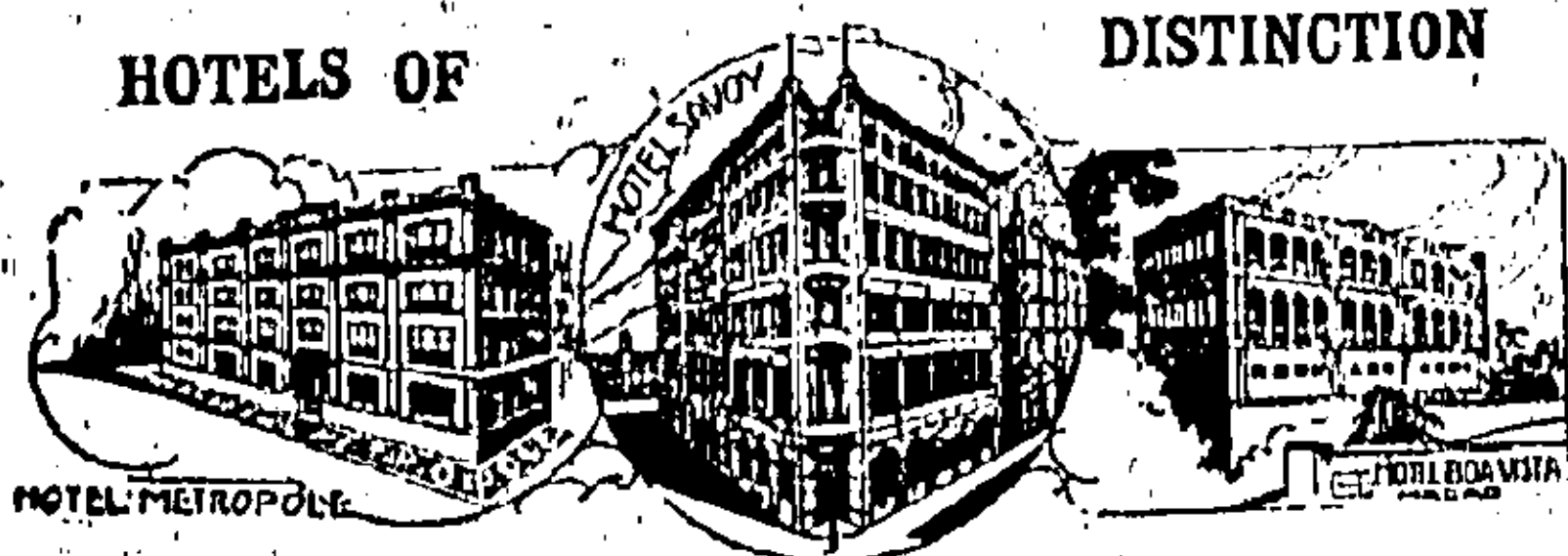
In association with the Grand Hotel
Des Wagons Lits, Peking.

KING EDWARD HOTEL.

Most Modern and Central Hotel in the Colony, all Bed Rooms
newly renovated and installed with Box Spring Beds, Hot and
Cold Water, also Telephone.
Hotel launch meets all steamers.
(\$25 for thirty Tiffin Tickets can be had at the Office
of the above Hotel.)

Tel. Add. Victoria. Telephone C. 373.
J. H. WITCHELL,
Manager.

HOTELS OF DISTINCTION



The Kowloon Hotel.

Kowloon.

The Premier Hotel in Kowloon with all modern conven-
iences. High Class Cuisine and Table Appointments. Wonderful
view of the Harbour and Peak, and five minutes from the Ferry,
Wharves and Railway Station. Representative meets all
steamers.

Daily Rates from \$ 6.00.
Monthly Rates from \$130.00.

Under the Personal Supervision and attention of

MIR. & MRS. H. J. WHITE.
Tel. No. K.698 & K.609.
Cables: "Kowloon." Kowloon.

PALACE HOTEL.

Tel. Kowloon No. 8. Tel. Address "PALACE."
Three minutes from Kowloon Wharf, Ferry and Railway Station.
Electric Light and Fans throughout.
Bathrooms, under English Management. Electric Light and Fans throughout.
Every Room with Private Bath. Lounges, Bar and Billiard-Rooms.
Unrivalled Cuisine under the personal supervision of the proprietress.
Terms moderate. Special terms to families on application to:
Mrs. J. H. OXBERRY, Proprietress.

EUROPE HOTEL

Cables:—"EUROPE" Singapore.

SINGAPORE.

After-dinner
dancing every
Tuesday, Thursday
and Saturday.

Grill

THE EUROPE HOTEL LTD.

Arthur E. Odell, Managing-Director.

P. T. FARRELL

Consulting Engineer & Manufacturers' Representative.

Agencies for:—

Bolinder's Crude Oil Engines Marine,
Stationary and Lighting.

"WYANDOTTE" Boiler, Cleaner and Cleanser.
King's Building, Top Floor.

Telephone Central 4422, Telegraphic Address: "FARSEEING"

CANTON'S REIGN OF TERROR

Photographs showing the terrible
havoc now on sale at

MEE CHEUNG

Studio, Lee House St. Branch 7, Beaconsfield Arcade,

Printed and Published for the Proprietors by ALFRED MORLEY,
at 1 and 3, Wyndham Street, in the City of Victoria, Hongkong.

COMMUNIST SPLITS.

BRITISH PARTY IN DISGRACE
AT MOSCOW.

The Communist Party of Great
Britain is not only in disgrace at
Moscow, but is divided against it-
self.

The Executive of the Party would
like to expel at least one member,
it not others, but they dare not do
so. The members out of favour
know too much.

Recent events in Russia have had
their reactions in the Communist
Parties of most countries, Great
Britain among the rest. The whole
truth about Trotsky and the op-
position in Russia has not yet been
revealed, but the opposition of
which he is the leader has found ex-
pression in the foreign Communist
Parties.

While there is not much direct
evidence of a Trotsky group in the
British Party, it has been notice-
able for at least two months that,
while the propaganda of the Inter-
national Class War Prisoners Aid
has been increasing, propaganda
for the Communist Party has
practically stopped. Has the British
Party been put on "starvation
diet?" The typewritten workshop
papers, once so common, have al-
most disappeared.

A full report of the speech of
Bukharin (who is now the most
powerful figure in Russia next to
Stalin) delivered at the recent con-
gress of the Communist Party of
the Soviet Union, has just reached
this country. In it he severely
criticises the Communist Party of
Great Britain.

"The Communist Party leaders
and certain Communist Party mem-
bers in Britain," he said, "continue
to commit pronounced opportunist
blunders. Nor were the tactics of
the representatives of the Com-
munist Party at the British Trades
Union Congress entirely satisfac-
tory."

"The line of action was not pro-
nounced enough, and the criticism
of the Trade Union and Labour
Party leaders was weak. There
was too much loyalty towards the
leaders and the line. It is
for the Komintern to correct all
these mistakes and to ensure a
greater stability of the party's
political directives."

FORESTRY RESERVE.

A PROHIBITED AREA.

The Governor-in-Council has
ordered that an area designated
"Mount Collinson Forestry Re-
serve" is to be a prohibited area
with a view to the protection of
afforestation operations:

This reserve has an area of 328
acres. The boundary line com-
mences on and follows the old
Shek O road in a north-westerly
direction, so as to include the
northern slope of Mount Collin-
son, until the junction of such
road with the new Shek O road;
thence along the new Shek O road
in a south-easterly direction so
as to include the western slope of
Mount Collinson; thence (leaving
the new Shek O road) in a direct
line to a point on the Dragon's
Back; and thence, in a direct line,
down the eastern slope of Mount
Collinson to the point of com-
mencement on the old Shek O
road.

MARITIME FRANCE.

SOUTH AMERICAN TRAFFIC
SOUGHT.

Paris, Feb. 16.

A projected law of M. Candace is
being elaborated in the Chamber,
and sponsored by the Ministry of
Finance, designed to exploit the
maritime postal services to Brazil
and Argentina with the view to
strengthening the French mercan-
tile fleet to the point where it can
compete with other flags.—Indo-
pacific.

The present U. S. regulation of
signal lights controlling street
crossings wastes fifty per cent. of
crossing time, concludes the
National Automobile Chamber of
Commerce.

THE PRINCE'S BUILDING AND
LAND CO., LTD.

(In Voluntary Liquidation).

SECOND & FINAL RETURN OF
CAPITAL OF \$25.34
PER SHARE.

NOTICE IS HEREBY GIVEN
that a second and final return of
Capital of \$25.34 per share will
be paid on WEDNESDAY, the
29th instant.

J. HENNESSEY SETH,
S. HAMPDEN ROSS,
Liquidators.
Hongkong, 25th February, 1928.

MASTER'S GRAPHIC
STORY.GHASTLY TRAGEDY IN
YANGTZE."SCREAMING AND CURSING AS
SHIP WENT DOWN."

TERRIBLE DISASTER.

"We saw them crowding aft,
screaming, cursing and fighting
for places as the ship went down
and then the lights went out,"
said Capt. Ishii, master of the
Japanese s.s. Atsuta Maru describ-
ing the terrible scenes enacted in
the Yangtze shipping disaster on
Saturday night last, when in pitch
darkness the s.s. Hsin Tah Ming
crashed into the freighter Atsuta
Maru as the latter was proceeding
down the Yangtze to Shanghai.
It was one of the worst disasters
which has occurred in China
Waters for many years, and it is
estimated that three to four
hundred Chinese, men, women,
and children perished in the icy
Yangtze waters as a result of this
collision.

Misjudged Speed.

Capt. Ishii said that he left Nan-
king on Saturday with his vessel
in ballast and reached Beaver
Island about 9.30 on Saturday
evening. On approaching Tai
Ping Chiao, a small port about 30
miles from Chinkiang, two steam-
ers were observed leaving that
port. One of these was the ill-
fated Hsin Tah Ming. She was
the second to leave.

The first steamer passed the
Atsuta Maru but the Hsin Tah
Ming attempted to cross to the
other bank, apparently misjudging
the speed of the Japanese
freighter.

A collision could not be averted
and the Chinese steamer crashed
into the bows of the Atsuta Maru
which was proceeding with the
tide.

Terrific Crash.

The crash was such that the
Japanese vessel was holed in the
port bow a few feet from the
bow appearing while the impact
crushed the bow and stem post of
the Chinese vessel below the water
line.

The latter vessel had some 550
Chinese passengers on board and
the panic which ensued can better
be imagined than described.

She immediately commenced to
sink, bow first, and the passengers
crowded to the aft deck carrying
the paraphernalia which inevit-
ably accompanies Chinese when
they travel.

Panic prevailed.
Women screamed and jumped
into the swift moving waters only
to be engulfed. Rescue was be-
yond human power.

Swarm of Bees.

Those who did not jump crowd-
ed to the stern of the vessel and
as she sank clustered like a swarm
of bees. There was no hope for
any of them and as the waters
claimed the ship they accompani-
ed her.

Only Few Saved.

By heroic work on the part of
the crew of the Atsuta Maru, 20
were saved: 27 men, one old
woman and a girl. Four died,
including the women, before day-
light.

Another steamer, the Tai Chee,
hastened to the scene and saved
about 50 of the passengers and
crew. The captain and officers
are missing, the former was seen
by one of the survivors clinging
to a piece of furniture just after
the ship disappeared in ten
fathoms.

Junks to the Rescue.

From the time of the collision,
only one hour elapsed before the
Hsin Tah Ming entirely disap-
peared. The forecast of the vessel
went under water within a few
minutes but apparently water-
tight doors held the vessel for a
period. Junks appeared on the
scenelands picked up some of those
struggling but the confusion was
such that rescue work was most
difficult. Many died on board the
junks as a result of shock and the
icy waters. The Atsuta Maru
stood by until 8 a.m. on Sunday
and then proceeded on her way
to Shanghai at half speed, the
hole in her bows being only five
feet from the water line and it
was necessary for the pumps to
be working continuously.

A Bridegroom's Tragedy.

A pitiful tale was told by one of
the survivors on board the Japanese
steamer. He had just been married
and was taking his bride to his
parents home. His wife perished.
All their furniture and wedding
gifts accompanied the pair. An-
other had lost his wife and two

FRIENDSHIP WITH
CHINA.

(Continued from Page 1.)

time which will both satisfy Chi-
nese desires and give to British
trade and to British traders the
necessary guarantees and safe-
guards.

Britain's Hope.

The full realisation of this aim
must necessarily take time. Dis-
organisation and chaos in China
will delay it. For that reason it is
the earnest hope of my country
that the Chinese people may com-
pose their differences and that
there may ultimately emerge a
government with whom real pro-
gress can be made.

In the meantime it is our object
to live on friendly terms with the
actual governing authorities where-
ever they exist in all parts of
China, and to conduct our relations
with them in the liberal spirit of
our publicly-declared policy. In
this manner we hope that the way
will be paved and the atmosphere
created for an ultimate general
settlement which will be mutually
satisfactory, mutually beneficial
and mutually honourable to both
countries.

Object of Visit.

The atmosphere which we must
strive to create must be one of re-
ciprocal good will and respect.
And the first step is to try to
understand one another's difficul-
ties and to get thoroughly familiar
with each other's point of view.
That is the underlying motive of
my visit to South China. When I
came as British Minister to China
I realised that I could not hope to
understand the various questions
which arose by dealing with them
simply on paper at Peking. It is
necessary to have knowledge of the
highly varied local conditions.
My intention was to travel as much as
circumstances permitted to see for
myself what conditions were at
valuable places—and more important
still to establish personal contact
with the local authorities.

I am very glad to be able to
include Canton in my present
journey. Both on account of the
part which it has played in the
rise of the Chinese Nationalist
movement and on account of its
proximity to Hongkong, it is
particularly important for me to
have personal knowledge of this
city and to have personal acquaint-
ance with its administrators.

The welcome which you have
given me is a happy augury. In-
deed, my whole journey has been
made most pleasant by the friend-
ly reception accorded me and the
great courtesy shown me each
place that I have visited. My
journey is not yet over, and it is
my earnest hope that something
concrete may come of it and that
it may prove to mark an important
stage in the improvement of our
mutual relations.

HOW MUCH DO YOU KNOW?

The following are the replies to
to-day's questions:—

1. Two portraits of George Washington;
by the King's Gallery, Chelsea. 2. For the
erection of a Consular Legation in France
and a French Legation in Canada. 3. Egypt;
the work of cleaning the fourth chamber
of the tomb of King Tutankhamen. 4. 20;
he is accompanied by a trumpeter. 5. Cloth,
Lachesis, Atropos. 6. It was introduced by
the troops returning from the Crimea, where
they had been allowed to grow beards on ac-
count of the cold. 7. Aqua Regia, a mixture
of nitric and hydrochloric acids. 8. Alexan-
der Pope. "Man never is but always to be
blamed." 9. Hamlet. 10. Excalibur. 11. A
favourite of Edward II.; wife of Edward IV.;
Annie of Cleves; wife of William the Con-
queror's reign; wife of George II. 12. Lin-
coln; Bedford; Cheshire; Devon; Northamp-
ton; Durham.

Some interesting photographs of
the Hongkong Police Reserve will
appear in the Telegraph's pictorial
page on Monday.

These will comprise a group of
the whole Corps, another of the
Sharpshooters' section and another
of the Flying Squad.

children, and was also proceeding
to visit parents. No one seemed to
know who the old woman was but
it was said that she was seen nur-
sing a young baby who apparently
was her grand-child, the mother
was on board and both mother and
child were drowned.

The Atsuta Maru is a vessel of
1,300 tons, is owned by Saito
Shoko, Tokyo, and is under time
charter to the Dairen Kisha Kai-
sha. She is an ocean going vessel
and this was her first trip to Nan-
king to which place she had taken
a cargo of coal. She is 268 feet in
length whilst the Hsin Tah Ming
is 211 feet in length and her re-
gistered tonnage is 710 tons. The
latter vessel was re-built in Shang-
hai last year being provided with
a new hull, but the engines with
which she originally was fitted
were re-installed.

DEATH.

GIBSON.—On January 28th, at
Stammore, Salt Spring Island,
B.C., Canada, Emerson Fitz-
gerald Gibson, late of Hong-
kong, aged 64 years.

ROMANCE AND INTRIGUE!

The great star of "Ben-Hur"
in his first picture since that
mighty epic of the ages—

RAMON NOVARRO

With
ALICE
TERRY

In
LOVERS

Adapted from the big stage success.

"The World and His Wife"—A

fascinating story of Spanish love.

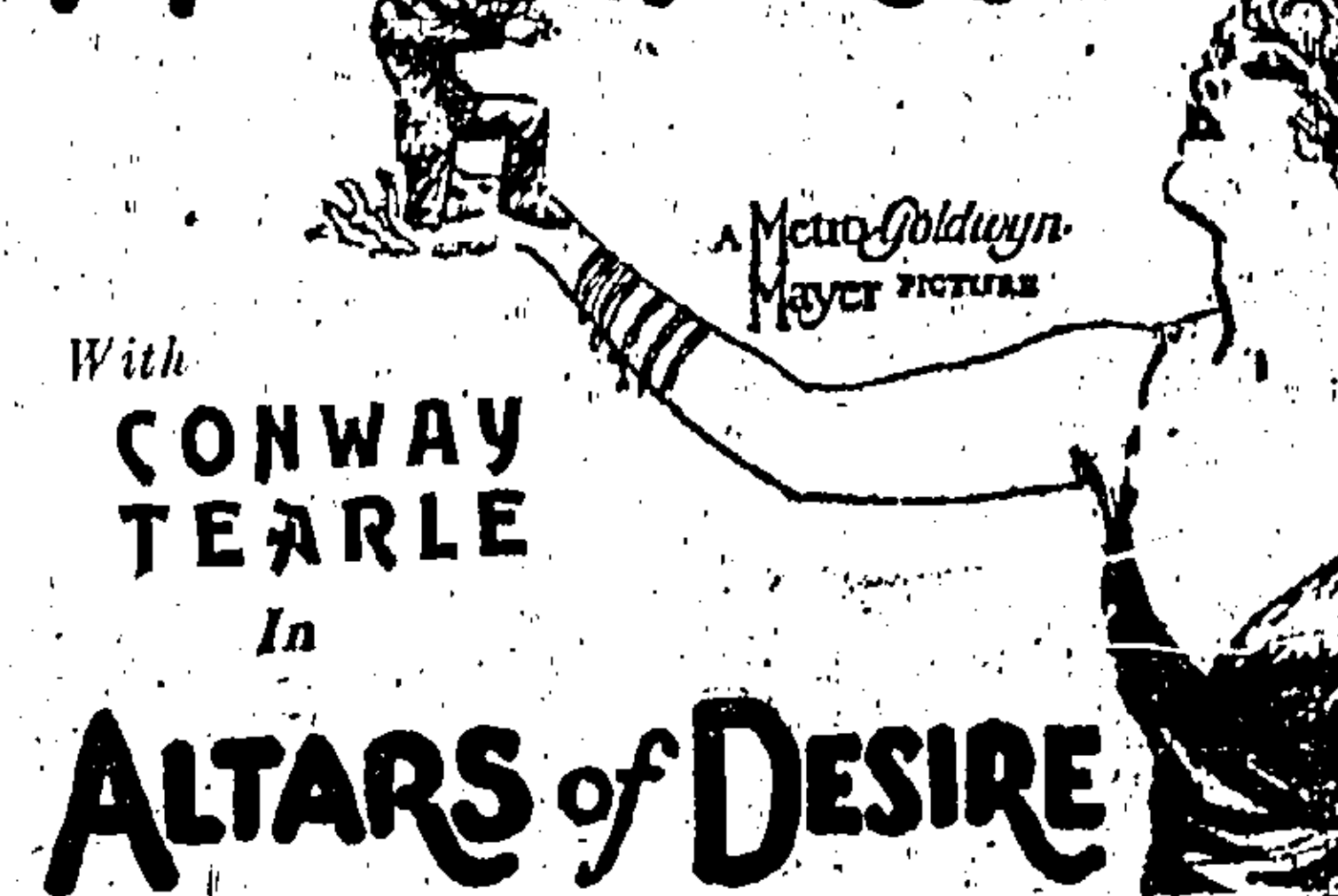
Filmed with a superb cast.

AT THE
QUEEN'S FINAL SHOWINGS
TO-DAY

At 2.30, 5.10, 7.15 and 9.20.

The star of "The Merry Widow" in a new drama
of modern society—

MAE MURRAY

AT THE
WORLD FINAL SHOWINGS
TO-DAY

Orchestra 5.15 & 9.20. Interpreter 2.30 & 7.15.

CECIL B. DE MILLE'S amazing drama of
reincarnation—A lavish and fascinating film!—

THE
ROAD
TO
YESTERDAY

With
JOSHEPH SCHILDKRAUT
WILLIAM BOYD
VERA REYNOLDS
JETTA GUDAL—JULIA FAYE

At The
STAR FINAL SHOWINGS TO-DAY
Continuous 2.30 to 11.50.